CYCLE NEWS®

WEST Volume XXI : Number 17 : May 9, 1984 $1.00

Hannah and O'Mara win double-header Supercross in Michigan

Racebike for the street:

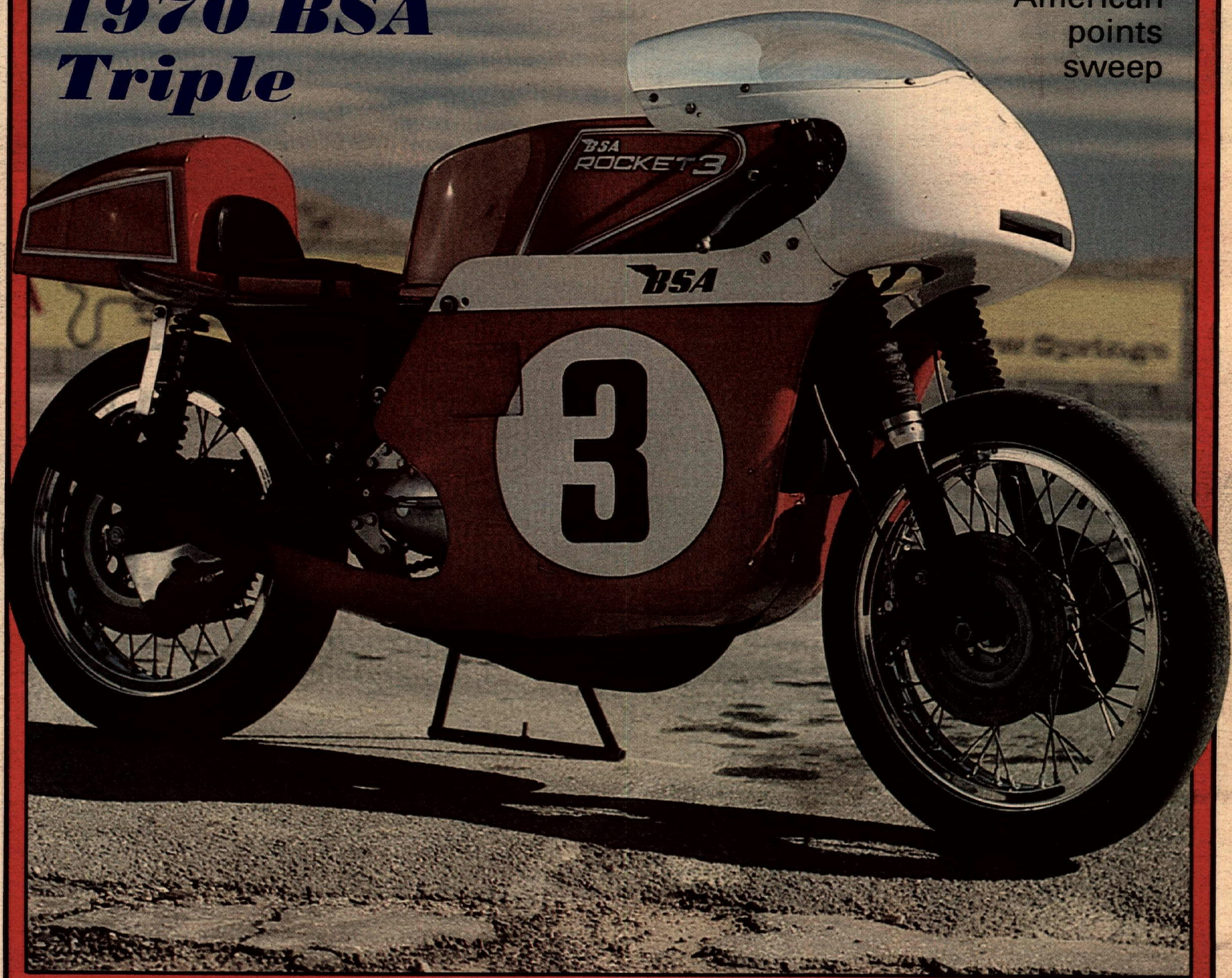
Suzuki's RG500 with lights

Old Racer:

David Aldana's 1970 BSA Triple

Americans trounce British in Match Races

Mamola, Lawson lead American points sweep

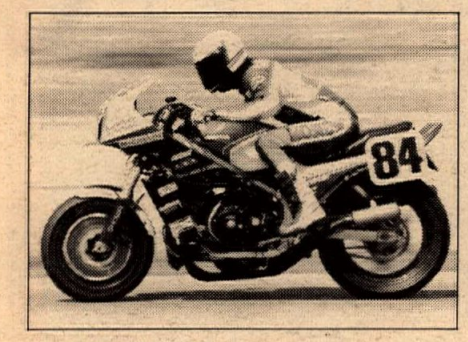


AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY

PHOTOS BY PATRICK BEHAR

Ricky Graham prepared for road racing with instruction and riding sessions at Willow Springs.



Pavement points: That's what Team Honda dirt trackers Ricky Graham, Bubba Shobert and Doug Chandler will be chasing when they enter Camel Pro Series road races at Loudon, Brainerd, Mid-Ohio and Sears Point. Each had a day of private instruction with Keith Code at Willow Springs last week, and they'll be at the above road races, which don't conflict with any dirt events. All three will race Interceptor-based Superbike machines in the Formula One class.

Georges Jobe (Kaw) won the April 29 Swiss 500cc World Motocross Championship Grand Prix in Payerene, Switzerland with 2-1 moto finishes. Finishing second overall was Andre Malherbe (Hon) with a 1-3. David Thorpe (Hon) was third with 2-3 moto finishes. Californian Danny LaPorte (Yam) finished eighth in the first moto, but failed to place in the second moto. After two 500cc rounds, Jobe and Kawasaki lead the point standings with 72, followed by Thorpe with 64.

Kees van der Ven (KTM) won the third round of the 125cc World Motocross Championship Series which was held at Herentals, Belgium, on April 29. Van der Ven won both motos. Danny Strijbos (Hon) finished second overall with a 3-2 day, while Corrado Maddii (Cag) was third with a 2-3 score. Van der Ven leads Strijbos in the point standings, 90 to 85.

Mark Hyde (Hus) posted the best individual score in the April 27-29 opening round of the ISDE Qualifier Series in Sand Springs, Oklahoma. Hyde topped Fritz Kadlec (Hus), 3270 to 3345, after Jeff Fredette (Kaw) dropped from the lead to fifth when he had engine problems during the final MX test of the event. Hyde and Kadlec won the 125 and 250cc Intent classes, respectively. Wally Wilson (Hus) won the 500cc Intent class with Larry Roeseler (Hus) topping the 500cc four-stroke Intent riders.

The second round of the World 250cc Motocross Championship Series was held on April 29 in Sittendorf, Austria, and Dutchman Gert-Jan Doorn (Suz) was the overall winner with 3-1 moto performances. Van Doorn now leads the point standings with 54 points, followed by Heinz Kinigadner (KTM) with 53. Kinigadner won the first moto.

The Riverside County Board of Supervisors will meet on May 15 to consider the development and expansion of, as well as access to, DeAnza Cycle Park. The hearing will begin at 1:30 p.m. in the Supervisor's Chambers on the 14th floor of the Riverside County Administration Center. Written comments may be sent to 4080 Line St., Riverside, CA 92501. Motorcycle Industry Council staffer Mark Anderson credits Malcolm Smith with doing a lot of campaigning on behalf of DeAnza.

The Prairie Dawgs M.C. will host the May 13 round of the AMA/Hi-Point National Hare Scrambles Championship Series in the California desert. Lucerne Valley is the site for the event, which will see contestants tackling a 22-mile loop five times. In addition to the desert regulars, Husky plans on sending eastern enduro/hare scrambles stars Mike Melton, Kevin Hines, Fritz Kadlec and possibly Ed Lojak, depending on how fast Lojak recovers from minor knee surgery. For information on the race itself, call 714/848-7980.

Kawasaki GPz900R Ninjas finished 1-3-4-5-6 in the Bathurst, Australia, production class road races over Easter weekend. The fleet machines were timed at 157 mph through a radar trap on the long, long Bathurst straightaway; judging by rpm gained between the radar trap and the first corner, the bikes were topping 165 mph at the end of the straight. A Honda VF1000R finished second.

Spokane, Washington's Ron Yamamoto rode a Honda CR480R-based machine to win the April 29 AMA TT Regional at Boise, Idaho. Yamamoto, who took the lead on the third lap, is the first rider in the more-than-20-year history of the event to win the Expert class on a two-stroke. The 1983 winner, Frank Word III, finished second on a Triumph twin, followed by Mickey Fay on a Wood-Rotax four-stroke single. The Junior class went to Honda-mounted Rod Reynolds. Complete coverage next week.

Match Race guide to who rode what: Randy Mamola and Ron Haslam, Honda NS500 V-3s; Freddie Spencer, Honda NSR500 V-4; Mike Baldwin, Wes Cooley, Roger Marshall, Wayne Gardner, Honda RS500 V-3s; Kenny Roberts and Eddie Lawson, Yamaha YZR500 V-4s; Wayne Rainey and Steve Parrish, Yamaha TZ500 Inline-4s; David Aldana, Barry Sheene, Rob McElnea, and Mick Grant, Suzuki RG500 Square-4s; Graeme Crosby, Suzuki GS1000R Inline-4.

AFM's 10th annual Six Hour endurance race will be held at Riverside Raceway on July 8. Pre-entries include Harry Klinzmann and Rick Mitchell's 1135cc Kawasaki Superbike and David Aldana and John Ulrich on Team Hammer's 1136cc Suzuki Formula One bike.

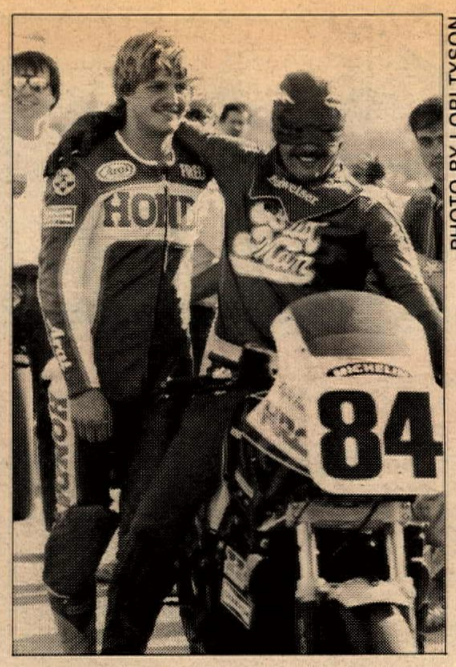


PHOTO BY LORI TYSON

Pre-ordained victory: Fred Merkel couldn't help but win Riverside Raceway's Budweiser Superbike race — his mechanic was the Bud Man.

All-day/all-night error: WERA mailed several thousand flyers stating that their 24-hour road race at Willow Springs would be held June 8-9. The correct dates are June 9-10.

Hey gringos! The Hilltoppers M.C. 10th annual Rosarito Beach 100 Grand Prix is slated for for May 13. As usual, the race begins and ends in Rosarito Beach, a Baja California seaside resort 15 miles south of Tijuana. The GP will be followed by a Pro race with a $2000 purse. The event will be sanctioned by the Southland Racing Association. For more details, call 213/428-4971.

BMW has increased its Battle of the Twins point fund to $22,500. BMW riders be awarded points for BoTT class finishes, and the money will be distributed to the marque's top five riders at the end of the season.

Husqvarna will send anybody who buys a new CR model to the Tony D Motocross school run by three-time 250cc National Champion Tony DiStefano.

For an event of a different flavor, check out the New Life Trailriders' May 5-6 spring ride. It covers 250 miles of northern California terrain in two days, with special ISDE-type test sections. It is a catered ride, with all meals, refreshments and gas along the marked course supplied for both days. Total cost for the adventure is $85, if entry is postmarked by April 25. Post entries will be charged $100. For information, call Don Ivan at 209/754-5204.

The Forest Service has stepped up inspections of off-road vehicles for compliance with spark arrestor requirements in the Angeles National Forest, according to forest supervisor Paul Sweetland. Motorcycles, ATVs and modified vehicles operating off-road must have intact, approved spark arrestors. ORV operators without spark arrestors will not be allowed to ride in the National Forest or surrounding grass-covered areas. Violators could be subject to a citation and $75 fine, or an appearance in federal court.

May, 1984, will be Motorcycle Awareness Month in the state of Washington.

PHOTO BY PATRICK BEHAR

New in this issue is a column by veteran racer David Aldana, 34. That's All-dahh-na, not Al-day-na, not Al-donna, not El Dona, not Al-dee-na. All-dahh-na. Got it? Look for Aldana's often outrageous comments on an occasional basis.

Simpson announced that all of its helmets — both fiberglass and carbon fiber — have again passed the Snell 80 standards and are so certified. The fiberglass helmets had met Snell standards all along, but the first batch of carbon fiber models had what Simpson described as "curing flaws," and Snell certification was withdrawn. Those helmets were never released to the public. According to Simpson, a week of testing that ended on February 10, 1984, resulted in the certification by Snell of the full line.

Bob Bagwell is hosting a 100-lap half mile race and a Harley Owners Group Rally on Sunday, May 13, in Dallas, Texas. There will be a field meet starting at 10 a.m. for everyone, and free refreshments from 10 to 1 p.m. At one o'clock, the AMA Pro-Am dirt track race program starts. A regular program will run in conjunction with the big, 100-lap main event for the 500-750cc bikes. One pit stop is required, and the winner will receive $1000 for his efforts. Since the Devil's Bowl Speedway is a little shy of a half mile, the entire length of the race will be 42 miles. For more information, call Bob Bagwell at 817/488-9133.

The AMA has begun fund-raising efforts for America's defense of its Motocross and Trophee des Nations titles. Colorful T-shirts are being sold for a contribution of $10 or more. The shirts come in men's sizes small through extra large, and are available from the AMA, P.O. Box 141, Westerville, OH 43081. The Motocross des Nations runs September 9 in Ruskeasanta, Finland, and the Trophee des Nations is slated for September 16 in Varberg, Sweden. The AMA said it expects to select the U.S. team in early August.

Correction: Friday night, May *11*, is *Cycle News* Night at the Orange County Fairgrounds in Costa Mesa, California. Spectators showing a valid Class 4 motorcycle driver's license will receive $1 off the price of admission. Spectators can also sign up for a the *Cycle News* Pick a Cagiva Sweepstakes.

WERA has announced that their '84 National Championship Endurance Road Race Series will be sponsored by Dunlop and $25,000 will be up for grabs

MOTORCYCLE INDUSTRY CHANGES

Engaged Jim Ryan, 29, advertising manager for Motorcyclist and Dirt Rider magazines, to Jenny Floyd, 26. To be married July 24 in Laguna Beach, California.

Surfaced Peter Locasio, formerly with Kawasaki, Hester Communications and Stadium Motorsports, now ad manager for Tektronix, a $1.3 billion hi-tech manufacturer of electronic and computer hardware.

Moved Road Rider magazine, from 920 Glenneyre, Laguna Beach, CA to P.O. Box 6050, Mission Viejo, CA 92690, 714/240-6001.

Merged Motorcycle Retailers Association and National Motorcycle Dealers Association, into the National Motorcycle Retailers Association with offices at 1522 K St. Suite 704, Washington, DC 20005, 202/682-1559. Helen Ford of MRA was named chairman of the board and Bob Myers of NMDA was named president of the new organization.

Filed A lawsuit against American Honda Motor Company, Inc. by the newly-formed National Motorcycle Retailers Association, to prevent Honda from selling ATCs to U-Haul rental agencies. NMRA contends the proposed sale violates franchise agreements.

Terminated Kamifugi/Higa & Associates, an advertising firm, by Bel-Ray Company, Inc., which is currently conducting an agency search.

Appointed Neville Edmond Goss of England, deputy president of the Federation Internationale Motocycliste; formerly FIM vice president (since 1981); president of the FIM Technical Commission from 1978-1980; concurrently chairman of the Auto-Cycle Union.

Changed Date of the French Road Racing Grand Prix at Paul Ricard, from June 10 to June 11, to avoid a conflict with tennis finals at Roland Garros.

Engaged Adrian McKay, 33, press support coordinator for American Honda, to Steve Pavich, 35, a U.S. Customs agent.

In Error The results that accompanied last week's coverage of the National Motorsports Association/Kawasaki World Mini GP at Saddleback Park. The NMA's Patty Moorewood says that South Carolina Yamaha rider Damon Bradshaw should have been credited for three class wins: the 83cc Stock 9-11, 83cc Modified 9-11 and 105cc 9-11 categories. Also should have been credited: Jimmy Button (Hon) and Hank Moree (Kaw), second and third in the 83cc Modified 9-11 class, and Butch Smith (Hon), second in the Junior Cycle Stock 9-11 ranks.

Born Sara Ann Schlachter, April 23, to two-time U.S. F-1 Champion Richard Schlachter and wife Susan of Old Lyme, CT. •

DAVID! on everything

By David Aldana

The Match Races

The Match Races this year were all held at Donington Park in England and were promoted by a new group of people. It wasn't a team race like it was before, when it was an eight-man U.S. team vs. an eight-man English team. There were still 16 guys, but it was every man for himself. Guys were racing each other for the publicity, everybody wanting to prove they could race with the world's best. Mike Baldwin crashed trying to race with those guys, so did Wes Cooley. Wayne Rainey took himself out in qualifying. Three guys — Freddie Spencer, Randy Mamola and Kenny Roberts — broke the track record *in practice*, before we even got to qualifying. So you can see that from the very beginning guys were on the gas.

The purse money and scoring system hurt the team concept. Only the top 10 riders in each race got points, and only the top 10 overall got purse money. The series paid only $1500 for the first rider overall, in six races. Tenth overall paid $150. So a guy could beat the world's best, like Randy Mamola did three times, and then get less then $1500 for the six races. As it turned out, Randy got the most points overall and won exactly $1500.

I made money on the deal because of the start money. But we (Don Vesco and I) got most of the private RG500 I rode together Sunday night, shipped it Monday and were in the paddock at Donington Wednesday morning, trying to buy tires and the parts we needed to finish it off, at outrageous English prices. I finally got on the track Friday, and my best finish was ninth, I didn't win anything.

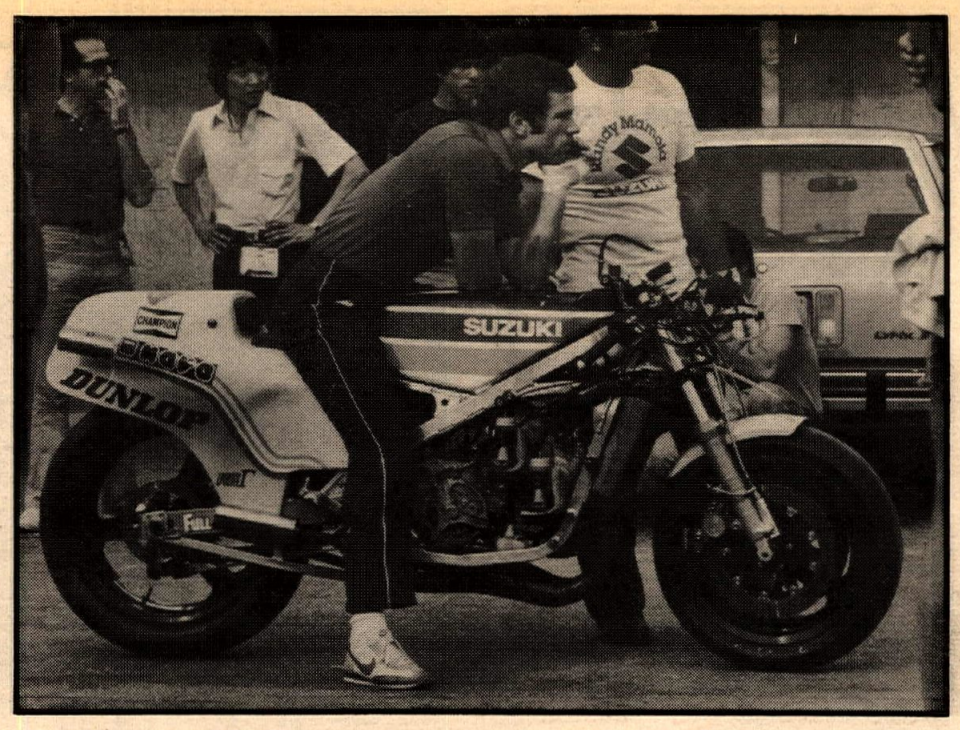
But because only the top 10 places paid points, there was no incentive for a guy racing back in 11th or 12th place to try to block guys on the other team or try to back each other up. The guys back in 11th or 12th could have made a real contribution to the team in previous years, but this time they might as well have not been there.

Another thing that hurt the team concept was that the organizers had half the Americans stay in one hotel and half in another. We used to all stay in one hotel, talk about strategy and make plans over breakfast, eat sandwiches for lunch in a special catering bus at the track, talk some more during dinner back at the hotel. We were transported back and forth between the hotel and the track in a team bus.

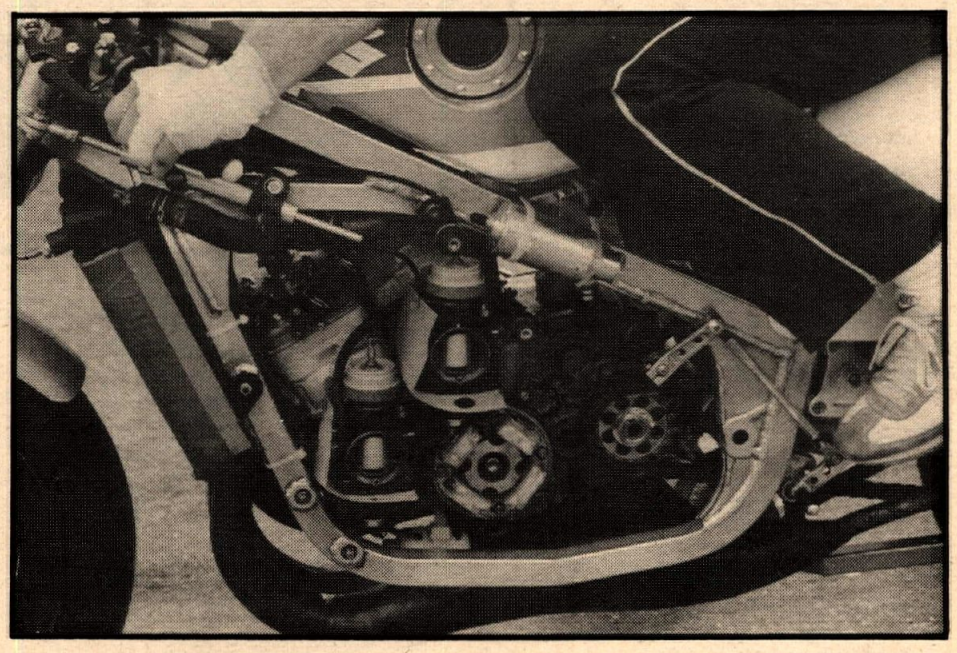
This time we each had to get our own rental cars and wander around the pits trying to find something to eat at lunchtime. The factory guys stayed at a better hotel than the privateers.

It was just a bunch of guys racing; the "American Team" won because the four fastest guys in the world happened to be from America.

Still, all eight Americans felt honored to accept the Winner's Silver Cup on behalf of the American fans who couldn't be at the races. •



Suzuki's new RG500 street bike is based on the racebike campaigned by Randy Mamola, shown here at Daytona in 1981.



Suzuki's RG500 racebike uses a stepped Square-Four engine configuration with rotary valve induction. Bore is 54mm, stroke 54mm for 499cc.

Suzuki builds street-legal RG500

Suzuki Motor Co. Ltd. of Japan has developed RG400 and RG500 two-stroke Square-Four street bikes based on the RG Grand Prix racebike ridden by Randy Mamola last year.

The machines, which feature rotary-valve induction and variable exhaust port timing mechanisms similar to Yamaha's Power Valve system, will be officially introduced at the Cologne (Germany) Show later this year.

The company is also in the final stages of developing the DR600SS, a four-stroke Single with four valves and a dynamic balancer.

"We have basically taken an RG500 and put lights on it," said Mr. Tetsuo Hirano, overseas marketing manager for Suzuki. Hirano said the machines have between 80 and 100 horsepower.

Suzuki calls its variable exhaust port timing device SEPC (Suzuki Exhaust Port Control).

The 400cc version of the bike will be sold in the Japanese market, where getting licensed to ride machines over 400cc is an expensive and difficult process.

The 500cc version of the bike will be sold in other parts of the world.

The bikes feature Suzuki's new twin-piston calipers and forks equipped with anti-dive. Rear suspension is single shock with adjustable damping.

Both machines have square-tube aluminum alloy frames and aluminum alloy swingarms.

The revelations were made last week in Australia by Hirano, Mr. S. Kamiya, general manager of Suzuki's Motorcycle Engineering Division II, Mr. T. Mizuki, general manager of the company's Product Planning Division, and Mr. T. Shigenoya, staff manager of Suzuki's Overseas Operations Division Planning Department.

Shigenoya worked at U.S. Suzuki — most recently as National Service Manager — for 11 years before returning to Japan in the late 1970s.

According to the Suzuki men, final engineering details to be worked out for the RG400 and the RG500 are

(Continued to page 18)

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ON THE FRONT PAGE: We return to yesteryear and the road racing heyday of the BSA and Triumph factories. Our impression of the Ex-Hailwood/Aldana BSA-3 begins on page 16. Photo by Alan Cathcart.

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voices

Yeah Sacto, c'mon Kenny

My congratulations to Ricky Graham and Honda for winning the recent Camel Pro Series Sacramento Mile. It was a beautiful night in Herb Caen's hometown. The guys that are bad and nationwide put on a great show.

The seventh annual Carmichael Honda National Championship Motorcycle Races were the most efficiently run races I can remember. There was hardly any lost time. The fans got their money's worth, to say the least. My hat's off to J.C. and Chris Agajanian for running one slick program.

I hope Kenny Roberts and Mert Lawwill can get something together to get "The King" on a mile scoot. Then again I'd dig seeing him run in the Trans-Am sports car series. A little crossover never hurt anybody. Try it, you'll like it.

TORREY JUSTIN HEEB
Santa Rosa, CA

Safety

I was very much angered to read of the crash at the Riverside Superbike race that was apparently made worse by poor officiating. Thank goodness no one was seriously hurt.

Since I was not there I cannot comment directly on the Riverside accident. However I have had over a full year's experience as track controller for races at Seattle International Raceway in Kent, Washington. It was my responsibility to be in charge of all radio communications, talking with corner workers, instructing them to display necessary flags, and advising the starter when a red flag was necessary. As a "retired" racer with six years on that track, I felt confident in my ability to run a safe race.

We did have problems. In one event a "professional" official twice got on the radio after riders crashed, asking for information that was not of paramount importance. His intentions were good, but it could have caused a critical delay.

I would like to list some thoughts on how safety could be improved at road race events.

1. The person responsible for track control should, if possible, be a racer with experience on the track in question. If not, then at least it should be someone who is very familiar with track layout and doesn't need a map to know where turn X is, and if it is dangerous or not.
2. No one should be on the radio after a fall except for the track controller and the corner worker on the scene.
3. The order of inquiry when a crash occurs should be: A: Is the track clear? (bodies, bikes, oil, etc.); B: Is the downed rider(s) in need of an ambulance?; C: Who is down? (the rider's number).

LEWIS HARRUFF
Oakland, CA

Let's race safely

I am not given to letter writing exercises; however, the events of April 15, 1984, have prompted me to share my observations.

On the above-cited day, a hazardous track situation developed several laps into the Superbike race at Riverside International Raceway in the notorious boneyard commonly known as turn seven. A discharge by one of the racers onto the track surface (from his motorcycle, I assume) created a treacherously slick track condition; two riders immediately went down. Then another.

More riders went down. Still no flag.

After a pile-up of nine motorcycles, the race was stopped. The crowd was furious, and expressed their anger by pelting the flagman with everything in sight. The frustration factor reached such heights that several spectators ran onto the track, physically forcing the racers to stop.

While I do not advocate spectator participation on the track during a race, a flagman has an obligation and a trust to evaluate track conditions at all times; he must possess the innate maturity to decide when track condition deteriorate to the point requiring the red flag. Road racing requires such decision making; when such a rudimentary decision-making process is not forthcoming in light of an obviously deteriorating track condition, something is amiss. Certain portions of a track are more challenging than others. Is it not logical, therefore, that track personnel be assigned to those critical points with consideration given to their expertise, experience and maturity?

Enough said. Let's race. But, let's race safely, on a safe track. With support personnel who care about the sport, and the welfare of the racers.

See you at turn six. And seven. And eight. And nine.

RANDY CHOATE
Los Angeles, CA

AMA to investigate Riverside crash

With reference to your report on the Riverside Pro-Am Road Race held April 14-15, 1984.

I have initiated an investigation into the reported delays in stopping the Superbike race. The minute race control reported the riders falling at turn seven (more than one rider fell), we immediately called for the red flag at all stations. There were three red flag stations.

We will keep you posted as to our findings from this investigation.

W.A. BOYCE
Professional Competition/Special Projects Manager
American Motorcyclist Association
Westerville, OH

Please help prevent land closure

My name is Dennis Edwards and I represent a committee which is gathering information to stop the closing of a 67-acre riding area.

The motorcycle clubs that I represent are the California Enduro Riders Association and the Pacific International Trials Society. The area I am referring to is located between Hayward and Oakland in northern California.

This parcel of land is owned and operated by the East Bay Regional Parks. The park is referred to as a motorcycle playground which has been used as such since 1954.

Our committee is trying to start a letter-writing or post-card campaign of protest to the East Bay Regional Parks authorities.

Address such correspondence to: East Bay Regional Parks District, Planning and Design Dept., 11500 Skyline Blvd., Oakland, CA 94619.

DENNIS EDWARDS
Pleasanton, CA

Commendations

I would like to commend John Ulrich on his writing *and* his riding abilities. Through his words I have known what it was like to try sidecar racing, ride a hillclimber, "sabotage" the Yoshimura four-stroke Daytona racebike.

And there were John's reports on the sensations of drag racers — from twitching legs to the wobble that didn't go away soon enough...amazing.

I eagerly look forward to John's story on Kenny Roberts' Daytona Special. Though I might watch my video 100 times, this is probably the closest I'll come to knowing what it's like to ride the machine most of us only dream about.

Thanks John, for taking the risk and putting it into words the rest of us can understand.

KENNY KOPECKY JR.
San Diego, CA

Risk

I feel that John Ulrich must be given a pat on the back for what I believe to be the best piece of moto-journalism ever written, the piece entitled "Risk."

His article hit home because my best friend was killed on a motorcycle at the age of 18, when a driver turned left in front of him late last year. Like John, I was urged by my friends and family to give up riding my dirt bike on the pretense that I might get hurt or break my neck.

Also like John, I have a friend who was involved in an auto accident, and ended up a "wheelchair pilot." Of the people who urged me to stop riding, to this day I have not seen one stop driving, or even start wearing seat belts.

Again like John, I love riding motorcycles very much, and as a matter of fact, in late February I purchased a new Suzuki RM250E and plan on entering my first race in May. I will take a little crashing and discomfort over a boring and uneventful life any day. Wouldn't you?

JOE GODOY
Seal Beach, CA

More risk

I can't tell you what a pleasure it was to read your article "Risk." For me, it came at a perfect time.

At this moment my brother-in-law is recovering from a "Laugh-In"-style street bike accident. He fell and hit his head (it was too hot to wear a helmet). The hospital sent him home with a bottle of pills, and a week later he was in critical condition with a massive head injury.

Sure, you can minimize risks, but there is risk in everything we do. No one can deny that. The key for me is to think of risk as a challenge, meet the challenge head on, and enjoy the rewards of knowing I did my best. Such is the case in my motorcycle racing. I can apply this philosophy to everything I do, from business presentations to working in the yard.

Financial priorities have sidelined my racing for now, but I still keep busy in the sport. Racing is the most exciting thing I have ever done. People can watch it, hear it, smell it, read about it and then try to pass judgement. But until they actually experience the "challenge" of racing, they have no idea what it's like.

I am the only motorcycle racer in the family, and although my sanity is currently being questioned, my wife and kids remain very supportive. You see, they ride motorcycles too.

DAN MILLER
President, Chain Breakers M.C.
Riverside, CA

Steady Eddie

Just a note to Jon Seidler of Kerrville, Texas (Voices, Issue 15, April 25, 1984).

At the Match Races in England: Freddie Spencer won two, Kenny Roberts won one race, Eddie Lawson won none, but scored more points than Freddie or Kenny.

I rest my case.

CHUCK LONG
Anza, CA

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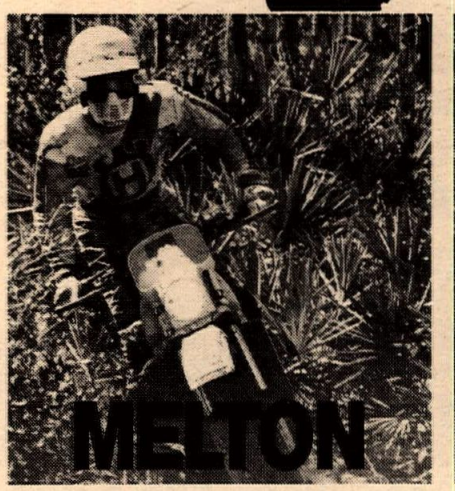
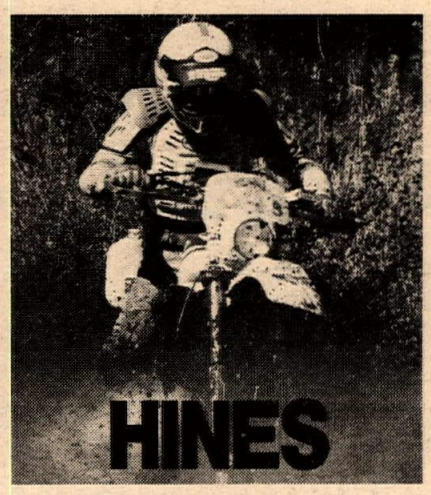
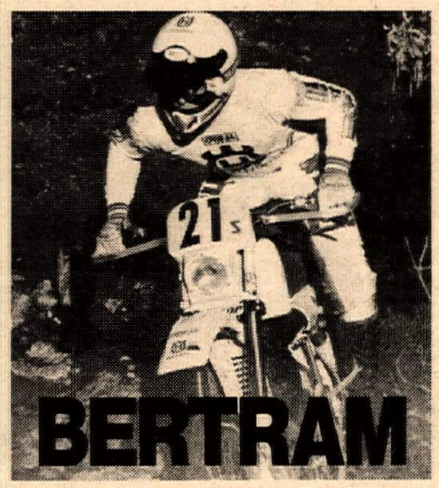
GOING FOR GOLD WITH SMITH

GOGGLES & ROLL OFFS







TERRY CUNNINGHAM • RON RIBOLZI
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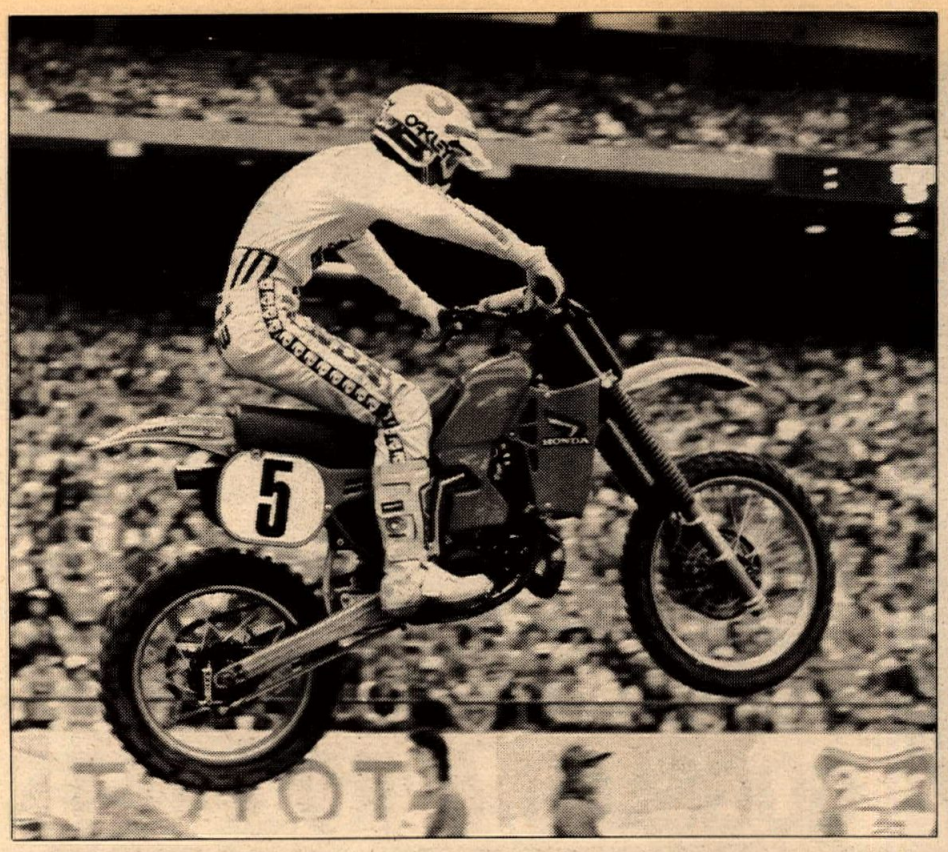

Johnny O'Mara finished second Saturday and came back with the win on Sunday. O'Mara's 2-1 performance gives him a comfortable points lead.

On Saturday, Bob Hannah rode like his old self after coming from a 12th-place start to take command of the lead a lap before the finish.

Insport/Wrangler Supercross Series: Rounds 7-8

Hannah, O'Mara electrify Silverdome

By Tom Kolnowski

PONTIAC, MI, APR. 28-29

Team Honda's Bob Hannah and Johnny O'Mara left a pair of indelible marks in the hearts of their fans at the Miller High Life Supercross doubleheader in the Pontiac Silverdome, Hannah winning Saturday night and O'Mara winning on Sunday afternoon.

Hannah's victory — his ninth Silverdome win — was a classic come-from-behind feat in the typical wild Hannah style. In a stirring race that had three different leaders before Hannah assumed control — Rick Ryan, Jeff Ward and O'Mara — Hannah mounted a charge that carried him from 12th on the start to the lead only a lap from the finish. Aided by an extremely high level of support from his roaring fans, Hannah scored his first Supercross win of the year.

O'Mara, on the rebound after losing to Hannah on the final lap on Saturday, surfaced as the runaway winner Sunday over Ward. The win, O'Mara's fourth of the series, gave him an even larger point lead in the Supercross title chase.

Saturday

Heats

Billy Liles, Johnny O'Mara and Ron Lechien led the parade in the first heat, and after a lap the rest of the pack was left far behind. Lechien slipped past teammate O'Mara and into second behind Liles on lap two, then made his break for the lead on lap three.

While the trio remained tight on lap four, O'Mara succeeded in his effort to drop Liles to third. Rick Ryan, George Holland and Eric Eaton were having a dice over fourth.

O'Mara charged in the final lap, but Lechien won. Liles, Ryan and Holland rounded out the top five.

Mark Barnett and Ricky Johnson showcased the second heat, with Barnett leading the first lap and Johnson only inches behind. Johnson nudged ahead in mid-air, but Barnett swept past a half lap later. Two Michigan riders — Alan King and Keith Bowen — were locked in a battle for third.

Barnett led through lap three, but Johnson again made a bid for the position and railed past on lap four. King and Bowen (or Bowen and King) were still fighting over third, circulating the track literally glued together.

Johnson pulled ahead to the win over Barnett, with Bowen getting the upper hand on King on the final lap to finish third.

Jeff Ward appeared destined to run away with the next heat, but Broc Glover sailed past on lap two and left Ward behind. Jim Holley and A.J. Whiting held a tight 3-4.

Glover cruised to the win by four seconds over Ward, with Holly finishing third over Whiting.

David Bailey was the leader at the start of the final heat, ahead of Kent Howerton, Bob Hannah and Denny Bentley. After two laps, however, Hannah was in second and closing —fast.

Bailey led for another half lap, but was helpless in the hands of Hannah. "I got caught in one of the ruts and my bike was pitched sideways," Bailey said. "Bob passed me right after that."

It was all Hannah from that point on, and the crowd loved it. Bailey finished second, but dropped back several seconds. Howerton, Kenny Keylon, Greg Bigelow, and Andy Stacy followed.

Quarter-finals

Rodney Smith, Eric Kehoe and Ross Pederson led the early action in the first quarter-final, with Smith and Kehoe swapping the lead on laps one and two, and Pederson charging past the pair on lap four.

By lap five, Pederson was all alone out front, while Kehoe was forced to deal with pressure from Scooter Stafford. Stafford made his advances pay off on the final lap, and he finished second behind winner Pederson. Kehoe was third ahead of Smith.

Quarter-final two saw Jeff Frisz take an immediate lead over John Shay and Mark McLaren. McLaren displaced Shay for second on lap two, but Frisz was still motoring away.

Frisz held a two-second lead going into the final lap, but McLaren trimmed the difference to only inches a half lap later. By the time the pair reached the finish line, McLaren had made a successful pass and netted the win over Frisz. Micky Dymond tore through the pack to place third, with Shay fourth.

Semis

O'Mara and Lechien went at it again in their semi, and left Barnett, King, Holland and Bowen in their wake after a lap of sorting out. Lechien, attempting to pass O'Mara all around the track, often got out of shape but stayed upright through it all.

After three laps, O'Mara left Lechien and was in sole possession of the lead. Barnett was kept busy with pressure from Bowen, with Holland and Pederson in a deadlock over fifth. Johnson, nearly last on lap one, was making tracks through the pack.

Once free of Lechien, O'Mara set off on a race of his own and took an "easy" win ahead of Lechien, Barnett, Bowen, King and Holland. Johnson completed his charge in fine fashion, passing Pederson only feet before the finish line in a wild maneuver to finish seventh.

Semi two saw Bailey with another holeshot, as Glover and Goat Breker followed. Hannah, in 10th on the start, pulled into fourth after only half a lap.

On lap two, Bailey was still in company with Glover, but Hannah was past Breker for third and set his sights on the leaders. By lap three, Glover fell victim to Hannah's seemingly unstoppable charge, with Bailey all that stood in his way.

By this time, the crowd was again fully behind Hannah, and he pressed on. It was only a matter of time — seconds in this case — and Bailey found himself side-by-side with Hannah and then quickly disposed of. Hannah lunged ahead and Bailey assumed second, with Glover third but losing ground fast to the leaders. Breker held fourth over teammate Ward.

The crowd rose to its feet and loudly greeted Hannah as he took his second win of the night. Bailey was three seconds back, with Glover keeping Ward at bay to finish third. Breker was fifth.

Last Chance Qualifier

Early action in the Last Chance Qualifier pitted Tom Carson against Rick Ryan, the two swapping the lead several times. But after two laps the event belonged to Ryan, with Carson locked in battle with Kreg Bigelow. Billy Liles joined the action, pulling into fourth with Kenny Keylon fifth.

While Ryan went about his winning business, Liles passed Carson and Bigelow, leading a persistent Keylon along. Two seconds was as close at Liles could get, and the win went to Ryan. Keylon finished a close third, but only the top two riders transferred to the final.

Final

By the final, deep ruts had developed in many of the corners, a factor that would cause many riders a handful of problems. But as the pack launched into the fast right-hand sweeper at the end of the starting grid, Ryan appeared to have little trouble with the ruts as he pulled cleanly into the lead. George Holland and Barnett were only a bikelength

behind, with Ward and Lechien running fourth and fifth.

Hannah, caught in traffic exiting the first turn, was 12th.

Ryan, however, was uninhibited by all of the traffic well behind him, and was putting on an outstanding performance in the first four laps, holding off Barnett, Ward and Lechien, with Holland back to fifth.

On lap five the war began. With Ryan, Barnett and Ward so close the lead was a toss-up, Ryan and Barnett banged bars and Ward jetted out front. Ryan, however, was not content with second, and within a half lap bounded ahead of Ward, but Ward soon repassed. Lechien, watching the lines of the leaders closely, decided it was time to make his move. That he did, passing Barnett and Ryan, landing in a semi-secure position on lap seven.

O'Mara and Johnson were up to fifth and sixth behind Barnett by lap eight. Ward had managed to leave Lechien several seconds behind as he led lap nine, but O'Mara was on the move and third ahead of Johnson.

Hannah was still having problems, but was up to fifth. "Eric Eaton and Ricky Johnson were giving me a beating," Hannah said. "I couldn't get by either one of them. I'd get by Eaton, and by the time I set up to pass the next rider he would pass me back. He was really riding well."

By lap 13, Ward had built a five-second gap between himself and the Lechien/O'Mara battle over second. Hannah, after two laps of repeatedly thwarted attempts to pass Johnson, got past and bid Johnson farewell.

With four laps remaining, Hannah was fourth, with only leader Ward, O'Mara and Lechien standing in his way. Hannah, in seemingly effortless fashion closed the gap on Lechien, and motored around.

But Ward, who had been continually building his lead, was greeted by disaster on lap 17.

"I bobbled a little bit and hit a haybale," Ward said, "then I stuck my front wheel in a rut." O'Mara passed the fallen Ward, with Hannah ahead of Lechien and also getting past before Ward remounted.

"I was closing on Ward when he went down," O'Mara said. "He had trouble getting up since the bike was on top of him."

O'Mara's lead, however, soon evaporated, due to a prevailing "Hurricane" force wind. "Hannah snuck in on the inside," said O'Mara. "Actually, I got a little sideways, but one little mistake was all it took. I thought I would be able to hold it, but Bob was pressing too hard — he wanted to win bad."

And he did. Accompanied by a huge roar, Hannah passed O'Mara and crossed the finish line for the win, with O'Mara just a second behind.

Lechien saw what he thought was a solid third go away. "Right near the end of the last lap, I made a little mistake and both Johnson and Barnett got by," Lechien said. Johnson took third over Barnett, Lechien and Bailey. Ward was seventh.

"It was a very rough 20 laps," said Hannah. "It feels so good to win, but I was helped by a bit of luck when Ward fell." With that, Hannah was off to sign autographs for a waiting throng of fans.

"I'm pretty happy with second," O'Mara said. "I'm going for the Supercross title, so consistency counts."

Ryan, forced to deal with a transmission that had lost second gear, finished 13th. "I had a great holeshot," Ryan said, "and I think I could've kept the lead longer than six laps, but without the use of second gear I was in trouble."

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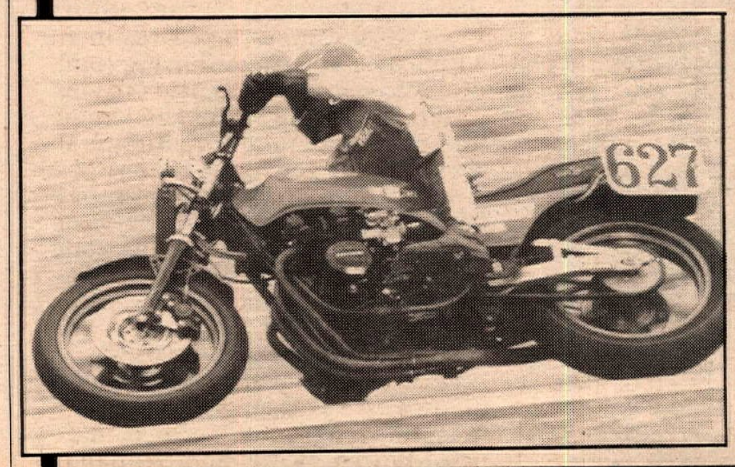

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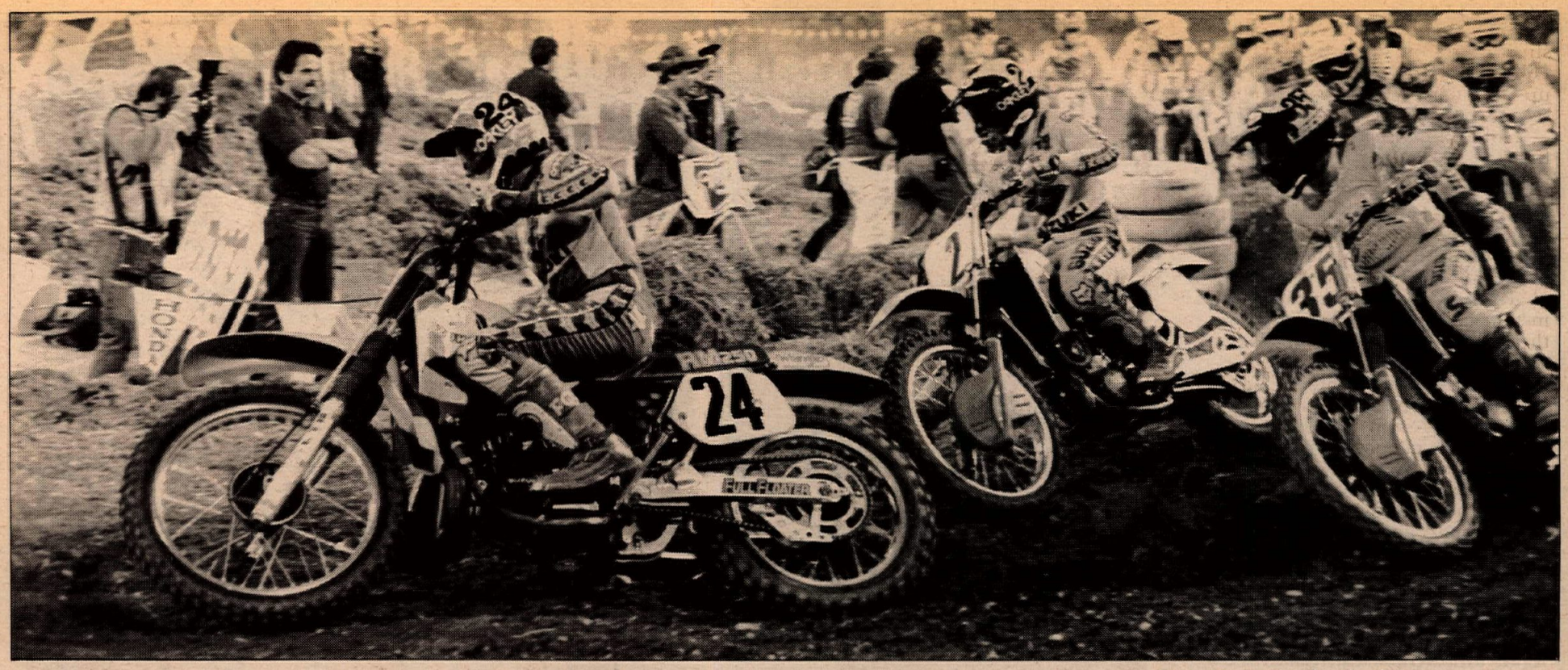

Team Suzuki's Rick Ryan (24), Mark Barnett (2) and George Holland (35) lead the start of Saturday's main. Ryan holeshot both nights.

(Below) Danny "Magoo" Chandler (18) did not fare too well in Michigan. He could not make it to the main either nights.

Bob Hannah (left) and Honda's race team manager Dave Arnold relax between races. Hannah's Saturday win was his first major win this year.

Sunday

Heats

The direction of the track was reversed on Sunday, with a section of sharp whoops smoothed out. Keith Bowen adapted to the track well, jumping to an immediate lead over Johnny O'Mara in the opening heat. After a lap, however, O'Mara closed the gap and went past, with Ron Lechien up to third. O'Mara lost some ground when he got sideways in a rut, and Bowen moved in to do battle again. The win went to O'Mara, with Lechien getting a longer flight over the last jump on the final lap to place second over Bowen. Alan King was fourth.

Larry Witmer, an Indiana rider competing in his first Supercross, had his share of problems. "I got taken out by a rider landing on top of me," said Witmer.

Mark Barnett had his best ride of the weekend in the second heat, grabbing the lead on the start and running away for a seven-second win over Ricky Johnson. Billy Liles, second most of the way with Johnson in close company, fell a lap from the end. Jeff Surwall took advantage of the situation and finished third over Rick Ryan. Liles recovered for seventh.

Jeff Ward took possession of the third heat from the very beginning and stayed there, while Goat Breker and Jim Holley battled for second. Ward was one of the few riders double-jumping a set of whoops in the back section of the track. Holley passed Breker to secure second on the final lap and finished there, with Breker third over Kenny Keylon.

David Bailey won in the final heat. Bob Hannah, caught toward the back of the pack on the start, charged up to finish second, battling with Eric Eaton part of the way. Eaton finished third ahead of George Holland.

Quarter-finals

Jeff Hicks and Danny Storbeck battled it out in the first quarter-final, swapping the lead back and forth through the first four laps. Storbeck crested a jump at the start of lap five with the lead and pulled away, while Eric Kehoe moved up to dice with Hicks.

Storbeck won, as Kehoe managed to put Hicks away to finish second. Russ Wageman was fourth.

While Ohioan John Shay led the first two laps of the last quarter-final, Chris Heisser and A.J. Whiting made him work for it. Heisser railed past Shay on lap three with Whiting doing the same on lap four. Clay Hoenshell got into the act also, passing Shay later in the same lap.

Heisser and Whiting carried their scuffle for the win right to the finish line, with Heisser getting the nod by less than a bikelength. Hoenshell was third over Jeff Frisz.

Semis

O'Mara, who had the fastest heat, was all alone out front after a lap of dicing with Barnett in the first semi, with Lechien and Bowen tangling for third. Johnson, setting a frantic pace in an attempt to make up time after a mediocre start, collided with a fallen rider and DNF after a trip over the bars. "There was nothing I could do," Johnson said. "I came over the jump and there he was. I was shaken up pretty bad, but I'm feeling pretty good now."

O'Mara maintained his lead through lap six, but Barnett and Lechien closed the gap. Barnett pressed on in the final laps, but the win went to O'Mara. Lechien dropped off the pace but finished third, with King fourth.

Bowen, who had stayed with the leaders through the first five laps, was sidelined with mechanical problems on his production-based Team Yamaha YZ250. "It (the engine) just locked up out there, and I was left sitting on the side of the track," Bowen said. After clutch surgery by mechanic Ron Heben, Bowen's machine was ready for action in the Last Chance Qualifier, his only chance to make the final event.

After some early tangling with George Holland in the last semi, Ward was well on his way to another win. Bailey gave Ward an early fight, but crashed and Ward cruised on.

By the end of the second lap, Ward had several seconds on Whiting and Broc Glover, but Hannah was also on the move. Hannah's rapid movement through the pack took him past Glover and Whiting by the end of lap five, but he faced a nine-second deficit in his pursuit of leader Ward.

Ward held for the win, with Hannah, unable to make up the difference, a distant second. Glover was third, with Bailey putting in a stellar performance to finish fourth after his fall.

Last Chance Qualifier

Hometown favorite Bowen was the undisputed star of the Last Chance Qualifier. Bowen was forced to make up time after tangling on the start with John Whelchel. Jeff Hicks led laps one through four, with Whelchel, Jim Holley and Bowen chasing. With the crowd behind him, Bowen passed Holley in mid-air, then the two collided but stayed up. Whelchel dropped back to fourth.

Bowen finally broke free of Holley and set after Hicks, passing him with less than a half lap left. Then disaster struck. While less than 10 feet from

the finish line, Bowen's front wheel slipped out from under him and both Holley and Hicks passed. Bowen got up and narrowly missed nabbing second, but only the two top finishers — Holley and Hicks — went to the final.

Final

Rick Ryan, as he had done the night before, was again at the head of the pack at the start of the final. But he had close company — O'Mara.

"Ryan was just to the inside of me," O'Mara said, "but I held the throttle on until the last possible second. I hit the first few corners just right and I was on my way."

And indeed he was. But a pair of heavy hitters — Bailey and Glover —were left kicking their bikes while O'Mara motored away with the lead. "We smacked into a haybale in the first corner," Glover said. "Bailey crashed hard and I went right into him." The pair remounted, tied for last place.

By lap two, Barnett was up to second but O'Mara was already three seconds ahead. Holland, Hannah and Ryan followed, with Ward on the move from 10th and passing riders in bunches.

Into lap eight, things were pretty much sorted out. Ward, after dicing with Barnett and Hannah, left them behind and throttled into second behind O'Mara — eight seconds behind.

Lechien was having a great ride also, and was up to third ahead of Hannah and Barnett on lap nine after starting ninth.

Things remained the same through lap 18, with O'Mara's lead trimmed to six seconds by Ward, and Lechien settled into third ahead of Hannah and Barnett.

"I did what I could," Ward said, "but I simply ran out of time. I was gradually catching Johnny, but when you have to pass the top 10 riders after a start like I had, there's not much you can do."

O'Mara rolled home for the win with a five-second cushion over Ward. Lechien, Hannah, Barnett and King followed. Ryan held on for eighth.

"I tried to put some time on the pack at the very beginning," a bubbling O'Mara said after his win. "It worked, and I just pegged the throttle and hung on. I knew Ward was closing in the final laps, but I felt I had enough of a cushion to win. It worked out well!"

For Hannah, a somewhat smoother track and reversed direction worked against him. "The rougher the track the better I go," Hannah said, "and today the track was so much smoother I couldn't really get the feel of it. Last night was much better, since I was able to pass a lot of riders in that whoop section, but they smoothed it out today." •

Results

SATURDAY

20-LAP FINAL: 1. Bob Hannah (Hon); 2. Johnny O'Mara (Hon); 3. Ricky Johnson (Yam); 4. Mark Barnett (Suz); 5. Ron Lechien (Hon); 6. David Bailey (Hon); 7. Jeff Ward (Kaw); 8. Alan King (Hon); 9. Billy Liles (Kaw); 10. George Holland (Suz); 11. Eric Eaton (Hon); 12. Keith Bowen (Yam); 13. Rick Ryan (Suz); 14. Goat Breker (Kaw); 15. Ross Pederson (Suz); 16. Kent Howerton (Kaw); 17. A.J. Whiting (Hon); 18. Broc Glover (Yam); 19. Jeff Frisz (Hon); 20. Jim Holley (Yam).

SUNDAY

20-LAP FINAL: 1. Johnny O'Mara (Hon); 2. Jeff Ward (Kaw); 3. Ron Lechien (Hon); 4. Bob Hannah (Hon); 5. Mark Barnett (Suz); 6. Alan King (Hon); 7. Rick Ryan (Suz); 8. Kent Howerton (Kaw); 9. George Holland (Suz); 10. Broc Glover (Yam); 11. David Bailey (Hon); 12. Ross Pederson (Suz); 13. A.J. Whiting (Hon); 14. Danny Storbeck (Yam); 15. Billy Liles (Kaw); 16. Eric Eaton (Hon); 17. Goat Breker (Kaw); 18. Donnie Cantaloupi (Hon); 19. Jeff Hicks (Hon); 20. Jim Holley (Yam).

INSPORT/WRANGLER SUPERCROSS SERIES POINT STANDINGS: 1. Johnny O'Mara (332); 2. Jeff Ward (289); 3. Ricky Johnson (271); 4. Mark Barnett (263); 5. Ron Lechien (253); 6. David Bailey (240); 7. Bob Hannah (214); 8. Broc Glover (211); 9. Alan King (163); 10. Billy Liles (146); 11. Kent Howerton (132); 12. Goat Breker (131); 13. Rick Ryan (114); 14. Keith Bowen (97); 15. (TIE) Jim Holley/George Holland (91); 17. Scott Burnworth (77); 18. Ross Pederson (67); 19. Clint Hardick (69).

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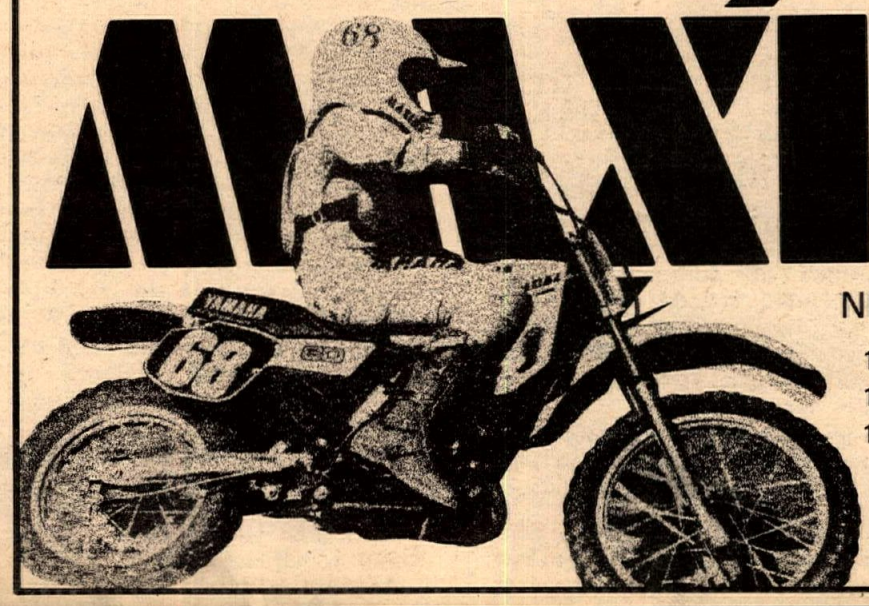

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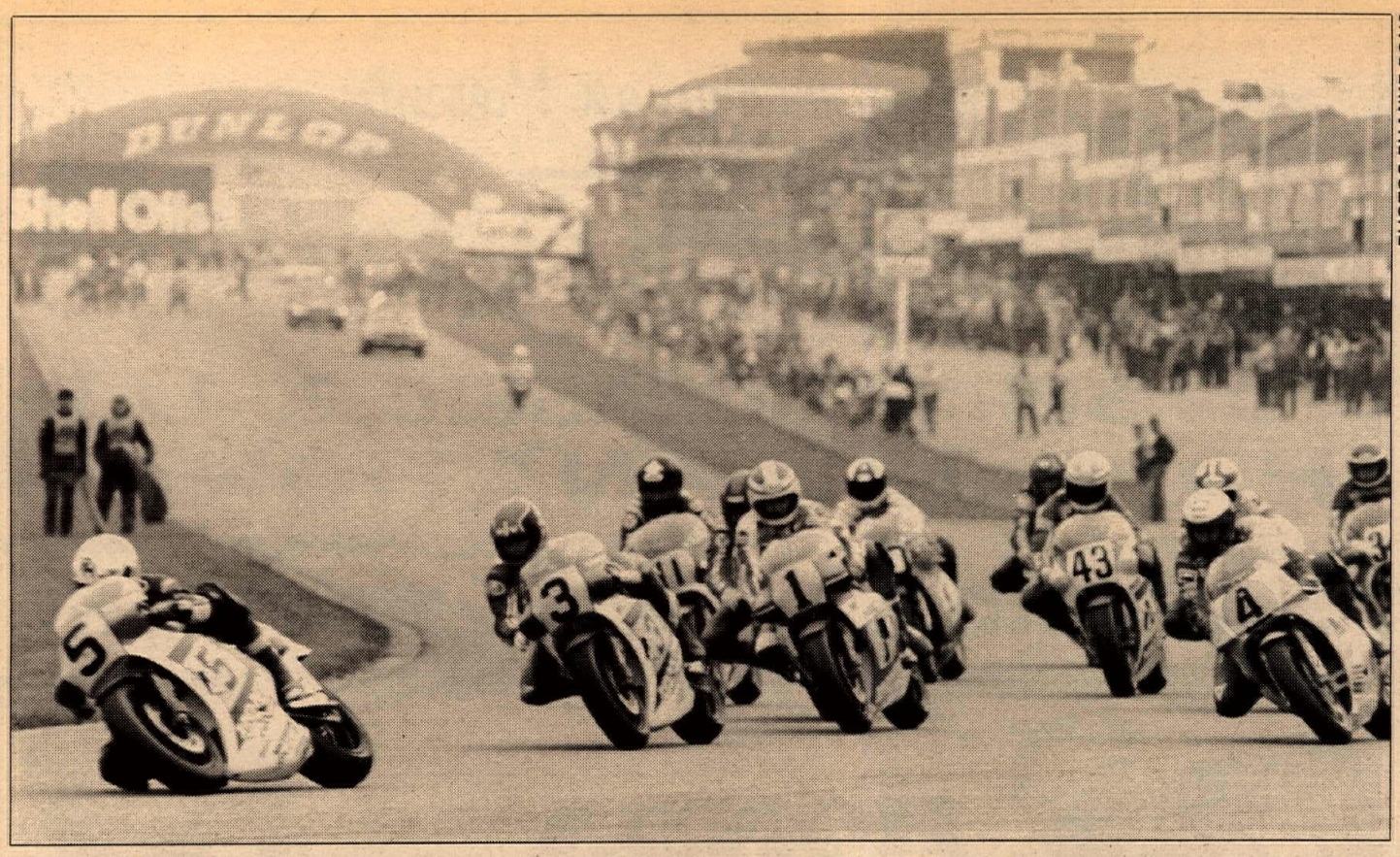
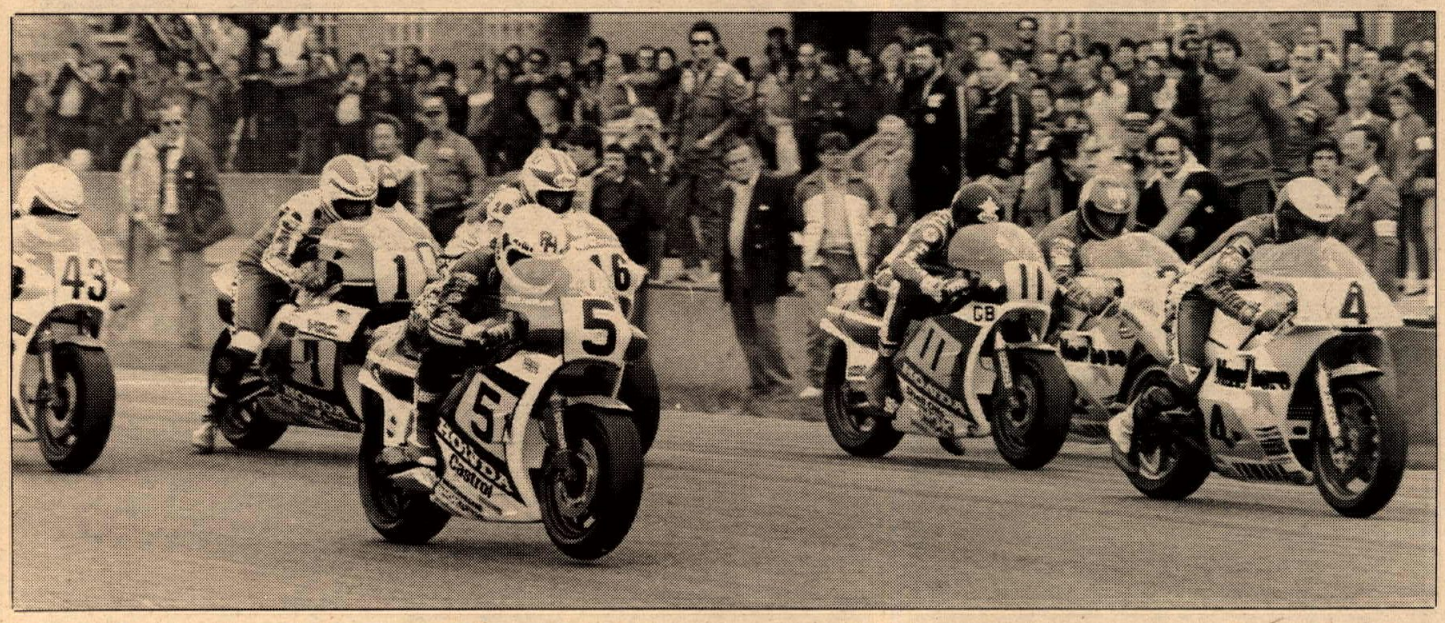


PHOTOS BY MIKE PONS

(Above) Haslam (5) leads Mamola (3), Spencer (1), Lawson (4), Marshall (11), Gardner (behind Spencer), Aldana, Baldwin (43), Sheene (behind Baldwin), McElnea and Cooley. (Below) Lawson and Haslam jet off the line.



Transatlantic Challenge Anglo-American Match Race Series

Americans score smashing victory

By Alan Cathcart

CASTLE DONINGTON, DERBY, ENGLAND, APR. 22—23

America sent their team to Donington Park for the Easter weekend Match Races, and the star-studded squad came, saw and conquered a powerful British team by the embarrassingly wide margin of 259 points to 136. U.S. riders, mounted on the latest in Japanese factory machinery, won every one of the six races comprising the revised version of the Transatlantic Challenge, with Randy Mamola making a great return after a seven-month layoff by winning three of the events on his debut aboard a works Honda NS500 three-cylinder, to emerge as top overall scorer with 67 points.

Teammate Freddie Spencer won two races on his Honda NSR V-4, but crashed going into the last lap of the fifth event while comfortably in the lead, ending up with an appointment with the X-ray machine.

In the final race, Kenny Roberts scored a win in what was supposed to be his last ride in Europe for a clean sweep by the Yanks.

In a departure from tradition, all six races were held as usual over the Easter weekend, but at just one circuit instead of three as in the past. That track was Donington Park, which had never before been in the Match Race schedule.

Mamola's lap record for the 1.957-mile circuit took a battering during qualifying on Saturday with Spencer, Roberts and Mamola himself all breaking it. Freddie set the new mark at 1 minute, 13.27 seconds (96.16 mph) to also take the $1,050 prize for fastest qualifier.

Race one

From the flag Haslam scorched into an early lead on his home track, followed by Mamola, Lawson, McElnea and Spencer; Roberts was last but one, and Aldana already tailed off for last place even after Crosby made a quick pit stop to replace plug lead. At the end of lap two Haslam had a 200-yard lead over Mamola, with Spencer accelerating between Lawson and McElnea down the main straight to claim third. Roberts, too, was on the move, claiming sixth place on lap four, and outbraking Lawson into the chicane a lap later for fourth.

At the back, Wayne Gardner was slowing with an out-of-balance rear wheel, Sheene passing him for 10th place on lap five.

Up front, Mamola was closing on Haslam, with Spencer and Roberts dueling for fourth, then Lawson on his own, and McElnea and Baldwin dicing together. But on lap nine Randy slipped past Haslam to lead.

Randy Mamola and his NS500 dominated the Match Races.

Haslam hadn't given up the chance of winning, making a spirited attempt to repass Randy up the inside at the chicane on successive laps, but Mamola successfully fended him off. Spencer was just behind the pair while Lawson had nipped Kenny for fourth.

The race ran out with Baldwin just getting ahead of Huewen on the last lap for seventh place behind McElnea, while Mamola won to lead an American victory by 43 points to 23.

Race two

Haslam took the holeshot again, with Mamala fourth. Spencer was last away when he bogged down the Honda on the line, while Roger Marshall was showing well in second. Crosby was well up this time, but at the chicane on the first lap the apparently brakeless Suzuki went straight up the inside of the leaders, weaving as Croz stamped on the rear brake, narrowly failing to T-bone Mike Baldwin and running straight across Roberts' bow before throwing Crosby into the air as it hit the curb.

Crosby was unhurt, and owned up to having caused the accident himself — but as mechanic, not rider: "I fitted a new front brake lever before the race, but I didn't realize it wouldn't go all the way back — it fouled on the throttle. I could only get half the braking effect, which was enough for all the corners before but not enough for the chicane at the end of the straight. Nearly achieved my objective of taking out the whole U.S. team in one go, though!" The Suzuki was relatively undamaged.

Haslam extended his lead over the pack to around 300 yards, with Mamola hard in pursuit in second, Lawson third (but about to be passed by teammate Roberts again).

Spencer was already sixth, and closing. A tight bunch of riders behind the leading pack provided some entertaining racing, until Cooley fell off at the Old Hairpin on lap five, leaving his Honda undamaged, but injuring his back.

During the next couple of laps, Spencer made his relentless progress toward the front of the field, passing both Yamahas to place third. Baldwin was on the move, elbowing past Marshall and McElnea to gain sixth. Haslam's lead was gradually whittled down and by lap nine both Mamola and "Fast Freddie" were tucked in his slipstream.

On lap 11, Mamola outbraked Haslam to take the lead at the chicane, with Spencer following through almost at once. Lawson was still

clinging on to the three leading Hondas. McElnea had gotten by Baldwin again, who was also passed by Gardner. Gardner also got past McElnea to claim sixth.

Spencer looked as if he might win, and on lap 12 made a serious effort inside of Mamola at the chicane. Randy, however, responded by braking an extra five yards later, at the same time sticking out his right foot to warn Freddie off! Mamola took the win and Lawson closed on the leading group on the last lap, though not quite able to get past Haslam.

Roberts was in fifth, almost caught on the last lap by Gardner. "The throttle slides are so stiff I'm finding it hard getting them off idle after shutting off for the turns," explained Kenny. "My arm just keeps going numb with the effort, so I can't feel the brakes, can't feel the throttle either." Too much practice writing checks as a businessman, not enough any more as a road racer? "That's right — I'm basically out of training, but you can't change the throttles so I'm going to have to get used to it."

Kenny put an ice pack on the arm between races to ease it up, while in teammate Lawson's case his late charge had been made possible by a growing confidence in the state of the track. "I like the track, but it's my first time here: I'm getting the hang of it." His fourth place helped the U.S. team to another victory by 44 to 22 over the Anglos, leaving them with a lead of 87 to 45.

Race three

The final race on Sunday began without Cooley and with the odd spot of rain, which fortunately held off for the proceedings. This time Lawson led from the start, but was outbraked by Mamola for the lead into the chicane at the end of lap one, while Baldwin was in third, tracked by Gardner in fourth and Spencer well back after another slow start.

By lap three, however, the field had sorted itself out so that apart from Aldana, all the surviving American riders held the first five places.

On lap four Lawson took the lead back again, and posed a Yamaha challenge to the Honda domination thus far, with Roberts third before a good gap to Spencer, with Haslam now past Baldwin. McElnea led the rest in seventh.

On lap six, Lawson had extended his lead to 100 yards, with Roberts pressuring Mamola for second. Spencer had speeded up, in the process setting a new lap record of 1 minute, 13.21 seconds, which will probably stand for all time as the circuit is being extended to a Grand Prix length of 2.5 miles later this year.

In spite of having the rear wheel step out on him sweeping through Craner Curves, Freddie kept the power applied and on lap nine swept past Roberts down the straight on pure speed. Huewen pulled into the pits with warped front discs, while Crosby was giving Sheene a hard time and eventually passed him for eighth place.

Chances of a Yamaha win diminished as Spencer outbraked Mamola into the chicane on lap 11, getting a twitch from the rear wheel of the Honda as he poured on the power in pursuit of Lawson, who was sliding both wheels of the Yamaha.

On the 12th lap Spencer took the lead on speed down the straight. Behind, Haslam fell of exiting the chicane when his NS high-sided him, but though badly shaken was able to ride the following day on a repaired machine. This promoted Baldwin to fifth, but on the last lap but one, Gardner's charge was rewarded when he elbowed past Baldwin at the chicane to claim the place and emerge as the best-scoring Anglo.

Baldwin dropped back when McElnea snuck inside him coming out of the chicane on the last lap and beat the Honda rider to the flag by a wheel. But before that Freddie Spencer had breezed across the line to his first Donington win, with Lawson getting in the frame for the first time, and Mamola third.

Did Randy feel disappointed about losing? "Not one bit — I never had it, so I haven't lost it. I'm just glad to be riding again, and I can't thank Honda enough for letting me have the bike. I had a bit of trouble with the brakes in that race — the pads got glazed, I guess — so I couldn't stay with Eddie. Freddie's four-cylinder is so fast, but it also steers better than my bike. The triple is light on the front end, so doesn't go into corners quite so well."

At the end of the first day, thanks to a 49 to 17-point effort, the U.S. team led by 136 to 62.

Race four

Monday proved sunny and warm, ideal racing conditions which brought in a bumper crowd of nearly 45,000. Mamola took the holeshot, with former mentor Roberts behind. But halfway round the first lap Gardner, riding his backup RS500 Honda after problems developed on his number one bike overnight, inserted himself into second place by passing Roberts at the Old Hairpin. Baldwin was fourth, McElnea fifth and Spencer almost last away once again.

But by lap three Spencer was up to fourth, with Lawson just behind him, while Gardner was fighting with Roberts for second — a great performance. The battle continued even after Spencer had breezed past the pair of them, with the Aussie taking a lesson from Freddie and drifting the bike noticeably all around the circuit.

But the speed of the works bikes inevitably told, and Gardner gradually fell back to finish sixth.

Up front the four leaders were putting on a superb display of high-speed racing, all four bikes twitching and wobbling under power in the corners, but none more so than Spencer's Honda, which took him into the lead at the start of lap five at the right-hand Redgate Corner, when he dived inside Mamola. Roberts tried to follow him through a couple of laps later, but Randy shut the door and soon after, Lawson took up the chase by passing K.R. at the same spot.

Spencer cruised effortlessly to victory, but behind Lawson made a brave last-lap effort to nail Mamola, crossing the line side-by-side just a wheel behind.

With the score line for that race reading USA 47, British Commonweath 19, the overall score now stood at 183-81 in favor of the Americans.

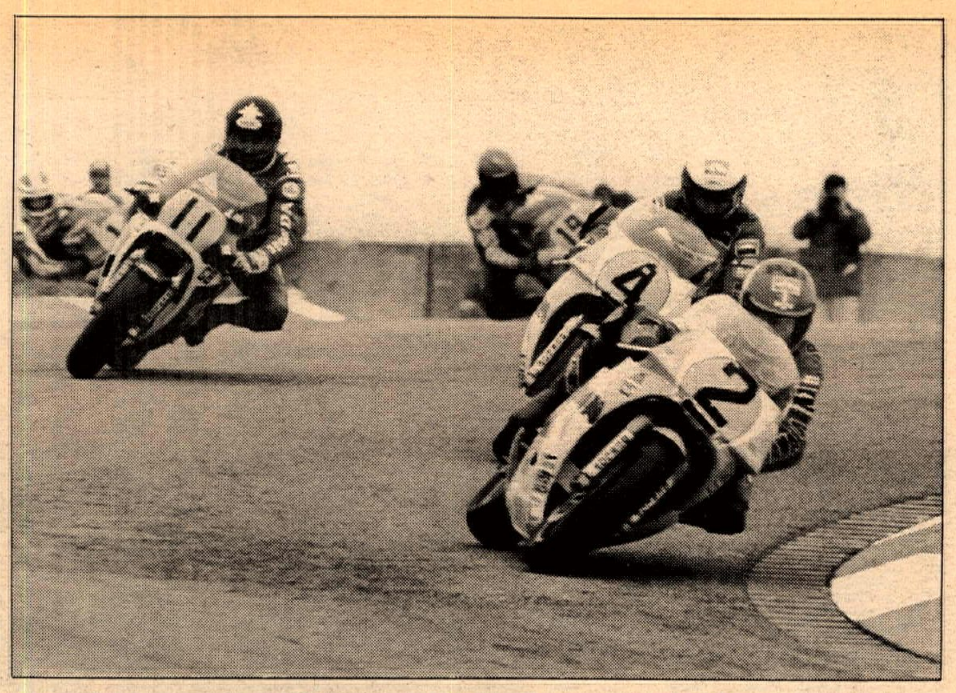
Race five

Haslam led into the first corner ahead of Mamola, Roberts and Lawson, with McElnea, Baldwin and Parrish close together in the next three places.

Up front the serious racing was going on, with Mamola taking the lead from Haslam on lap two going up the hill to McLeans, and Lawson third, with Spencer on his way up the field again to pass Parrish for seventh. Baldwin passed McElnea for fifth.

Haslam was under pressure from the pair of Yamahas, and on lap six Lawson also slipped by going up the hill, while Roberts again found the NSR too fast down the straight and yielded fourth place to flying Freddie.

On lap eight Spencer was third, but starting the next lap he had the most almighty slide at Redgate which seemed not to put him off one bit. A lap later he breezed past Lawson down the straight, then on lap 11 was promoted to first when Mamola missed a gear coming out of the Old Hairpin and was also passed by Lawson.



(Above) Roberts leads Lawson, Marshall, Gardner and Spencer. (Below) Roberts describes a sideways moment to Mamola.

McElnea and Marshall had both passed Baldwin again, followed through a lap later by Gardner, but then Marshall's engine seized, leaving Mike in seventh as Baldwin just beat McElnea to the line.

Going into the last lap Spencer suddenly broadsided the NSR Honda at Redgate and was high-sided over the top, winding up in the sand which surrounds the track. Mamola was trying to outbrake Lawson at the time for second place, and saw it all clearly: "Freddie lost his front wheel and tried to correct it, but it high-sided him and he was thrown off," he explained. "It looked pretty bad, but he waved to me on the slowdown lap so I guess he's OK."

And so he was, for though Spencer was flown by helicopter to the nearby hospital for an X-ray on the foot he injured in South Africa, he was able to walk to the chopper and seemed to have survived the accident in more or less one piece.

Mamola profited from the confusion to snatch the lead, which he held to win in spite of a brave last-corner effort by Lawson. Roberts was a little way back in third, comfortably ahead of Haslam and Gardner, to make the score USA 41, Anglos 25, and the total 224-122 in the Americans' favor.

Race six

With only 11 starters for the last race, the prospects looked gloomy for any kind of excitement, but in fact it turned out to be one of the most gripping events of the weekend. Gardner led off the line, but by the end of the first lap had been relegated to third behind leader Haslam and Lawson, while Mamola retired with a bike that had lost power from the start. Roberts was fourth and Crosby fifth.

A superb four-man dice for the lead occupied the rest of the race, with Gardner constantly between the Yamaha works bikes to take the lead on the uphill, only to be nailed down the straight on top speed.

On lap seven Kenny Roberts hit the front and gradually pulled out a slender lead which he maintained to the end to score a universally popular victory — and the first one by a bike other than a Honda that weekend.

Behind, Lawson found it hard to get past Gardner, but on lap nine he finally made it through to make a Yamaha 1-2 at the finish. Haslam had to settle for fourth while Baldwin beat McElnea to the line for fifth. Parrish was a valiant seventh, just ahead of Crosby.

Sheene retired shortly before being passed by Aldana, who scored his first points of the weekend by coming in ninth — but still last again.

The final total, after a 33-30 win for the USA in the closest race yet, was 259-136 in favor of the Americans, with Mamola highest overall scorer in spite of his retiring in the last race with 67 points, ahead of Lawson with 62, and Roberts on 53, the Yamaha riders being the only Americans to score in every round. ●

Results

RACE ONE: 1. Randy Mamola; 2. Ron Haslam; 3. Freddie Spencer; 4. Eddie Lawson; 5. Kenny Roberts; 6. Rob McElnea; 7. Mike Baldwin; 8. Keith Huewen; 9. Roger Marshall; 10. Barry Sheene.
Time: 18 min., 42.66 secs.
Avg. Speed: 94.14 mph.

RACE TWO: 1. Randy Mamola; 2. Freddie Spencer; 3. Ron Haslam; 4. Eddie Lawson; 5. Kenny Roberts; 6. Wayne Gardner; 7. Rob McElnea; 8. Mike Baldwin; 9. Roger Marshall; 10. Keith Huewen.
Time: 18 min., 47.34 secs.
Avg. Speed: 93.75 mph.

RACE THREE: 1. Freddie Spencer; 2. Eddie Lawson; 3. Randy Mamola; 4. Kenny Roberts; 5. Wayne Gardner; 6. Rob McElnea; 7. Mike Baldwin; 8. Graeme Crosby; 9. Barry Sheene; 10. Roger Marshall.
Time: 18 min., 38.08 secs.
Avg. Speed: 94.53 mph.

RACE FOUR: 1. Freddie Spencer; 2. Randy Mamola; 3. Eddie Lawson; 4. Kenny Roberts; 5. Ron Haslam; 6. Wayne Gardner; 7. Rob McElnea; 8. Roger Marshall; 9. Mike Baldwin; 10. Graeme Crosby.
Time: 18 min., 40.96 secs.
Avg. Speed: 94.29 mph.

RACE FIVE: 1. Randy Mamola; 2. Eddie Lawson; 3. Kenny Roberts; 4. Ron Haslam; 5. Wayne Gardner; 6. Rob McElnea; 7. Mike Baldwin; 8. Steve Parrish; 9. Barry Sheene; 10. Graeme Crosby.
Time: 18 min., 44.66 secs.
Avg. Speed: 93.98 mph.

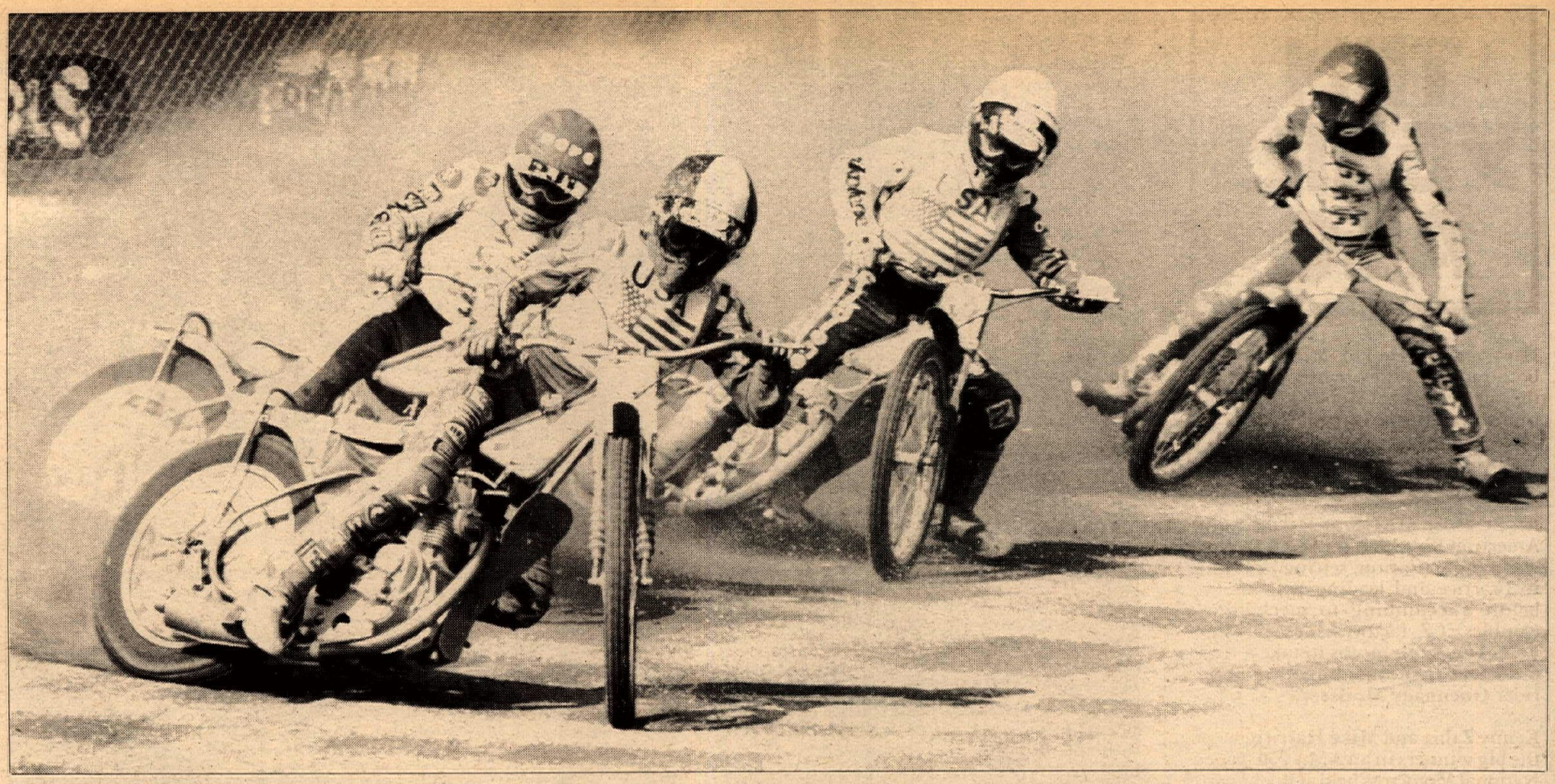
RACE SIX: 1. Kenny Roberts; 2. Eddie Lawson; 3. Wayne Gardner; 4. Ron Haslam; 5. Mike Baldwin; 6. Rob McElnea; 7. Steve Parrish; 8. Graeme Crosby; 9. Dave Aldana.
Time: 18 min., 41.78 secs.
Avg. Speed: 94.22 mph.

OVERALL

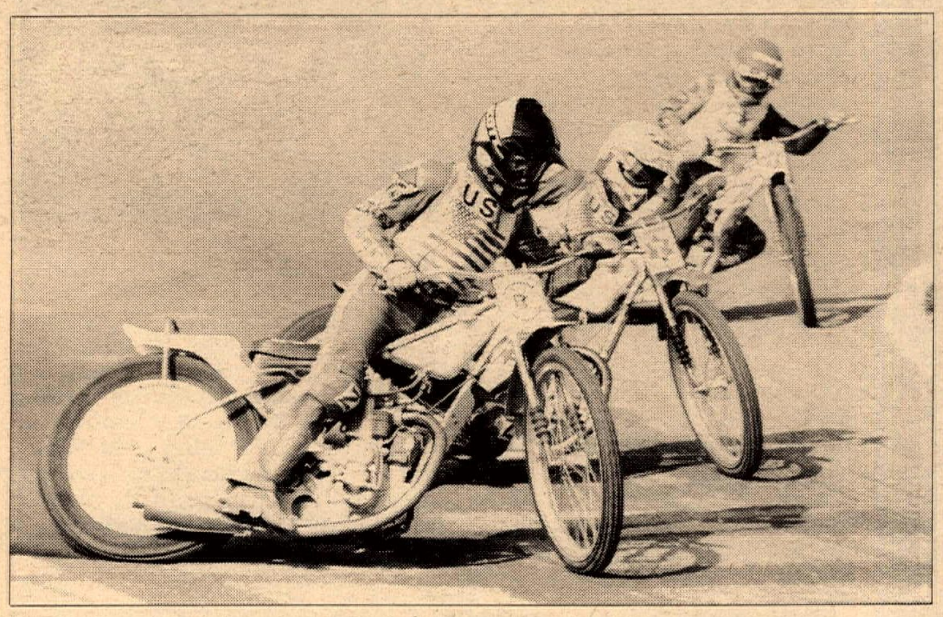
UNITED STATES: 1. Randy Mamola (Hon) 67; 2. Eddie Lawson (Yam) 62; 3. Kenny Roberts (Yam) 53; 4. Freddie Spencer (Hon) 52; 5. Mike Baldwin (Hon) 23; 6. David Aldana (Suz) 2.
Total: 259

BRITISH COMMONWEALTH: 1. Ron Haslam (Hon) 44; 2. Wayne Gardner (Hon) 32; 3. Rob McElnea (Suz); 28; 4. (TIE) Roger Marshall (Hon)/Graeme Crosby (Suz) 8; 6. Barry Sheene (Suz) 5; 7. Keith Huewen (Suz) 4.
Total: 136.

PHOTOS BY JOHN HIPKISS



High scorer Dennis Sigalos leads Simon Wiggs, USA teammate Bobby Schwartz and Kelvin Tatum in the 10th race.



John Cook (in front) and Lance King lead Simon Wigg in the race that secured the victory for the Americans.

(Left to right) Kenny Carter, Simon Wigg, Shawn Moran and Sam Ermolenko make for a tight race as they hit turn one.

England/USA Speedway Match Race Series: Round 1

Yanks slick at Swindon

By John Hipkiss

SWINDON, ENGLAND, APR. 14

America drew first blood in the five-race series, winning 58-50 on a slick track at Swindon.

On a hot and dusty day, the opening pairing of team captain Dennis Sigalos and Bobby Schwartz raised a few eyebrows. Since they are two of America's biggest guns, normal strategy would have them each teaming with a partner of lesser fame. However, the pair did the most damage to the English cause, with Sigalos scoring 17 of a possible 18 points, and Schwartz adding a hard-earned six.

Sigalos dropped his only point to English team captain Kenny Carter in the first race. From then on, no one could catch "Siggy." When he and Carter met for the second time, Carter was excluded for delaying the start when he nudged the tapes. A new rule says that a rider can be excluded from a heat for rolling into or away from the tapes; not necessarily breaking them.

Moran suffered a similar exclusion one race earlier when he rolled into the tapes.

The only time the Americans were behind in the event was when they lost the first race 4-2. John Cook and Lance made that up and more in the second race when they finished first and second for a 5-1 advantage. After four races the Americans led by four points. After five races, though, the score was tied when England's Peter Collins and Dave Jessup outsmarted Cook and King for their own 5-1. The following race was a 3-3 split, and then the U.S. took the upper hand when Sigalos and Schwartz scored a 5-1.

Moran's aforementioned exclusion in race nine allowed the British side to draw even again, and the score was 27-27 at the halfway point.

The ex-colonials broke the tie and started building a lead when they won one heat by a score of 5-1 and two by scores of 4-2, and led by eight points going into the 14th race.

England, down but not out, came back with 4-2 and 5-1 victories in the next two heats, with Moran suffering an engine failure in one of the losses. The wins brought England to within two, 46-44.

With three races to go the stage was set for yet another close finish, especially when race 16 was a 3-3 split. Cook and King sewed up the victory for the USA in the penultimate race when they scored a 5-1 over Carter and Simon Wigg. The Americans wrapped it up with a 4-2 win for the final score of 58-50.

While the most points came from the Sigalos/Schwartz pairing, there wasn't a weak link in the Yankee chain. King, while suffering through clutch problems, was an able partner for Cook. Morgan showed superb style, winning all four races he finished. His partner was debut man Sam Ermolenko, who will ride for Poole in the British League this year, and Ermolenko handled himself well in his first international team appearance, scoring four valuable points.

Just back from an injury, reserve rider Rick Miller had but one ride (on Moran's exclusion) and scored no points. Fellow reserve Steve Lucero was not called upon.

For England, the biggest letdown was the non-appearance of former World Champ Mike Lee, who didn't have an engine to use after blowing one up the night before. England relied on experienced riders like Chris Morton (13 points), Jessup (12) and Carter (10). •

Results

USA, 58: Dennis Sigalos (17); John Cook (12); Shawn Moran (12); Lance King (7); Sam Ermolenko (4); Rick Miller (0); Steve Lucero (DNR).

ENGLAND, 50: Chris Morton (13); Dave Jessup (12); Kenny Carter (10); Simon Wigg (7); Peter Collins (6); Phil Collins (2); John Davis (0); Kelvin Tatum (0).

TEN YEARS AGO

Husqvarna's **Heikki Mikkola** won both motos in the opening round of the 500cc World Motocross Championship Series at Sittendorf, Austria. Maico teammates **Adolph Weil** and **Willi Bauer** placed second and third overall.

In the 250cc MXGP at Milan, Italy, American Bultaco rider **Jim Pomeroy** was a big sensation, setting fast time in practice and leading both motos before succumbing to mechanical troubles. CZ factory rider **Jaroslav Falta** won both motos to take a five-point lead in the standings over KTM rider **Guennady Moisseev.**

Kenny Zahrt and **Mike Hartwig** were the big winners in an AMA 250/500cc National Motocross held at Buchanan, Michigan. Riding a Bultaco, Zahrt took his first National by taking both motos, while Can-Am's **Gary Jones** rode to a 3-2 for second overall. In the 500s, Yamaha's Hartwig also pulled a two-moto sweep, while Kawasaki's **Jimmy Weinert** finished second overall, also with a 3-2.

In an AMA Pro half mile, the Expert main event was a British-bred battle between the Norton of **David Aldana** and the Triumph of **Tom Rockwood.** Aldana led going into turn three on the final lap, but Rockwood pulled inside of him in the final turn and took a narrow victory.

With the opening of the paved highway running the length of the Baja California peninsula, the 27-hour Tijuana-to-La Paz record fell substantially. Riding a Harley-Davidson Sportster, **Larry Bornhurst** covered the 900-plus miles in 11 hours and 50 minutes.

Only eight points/seconds separated Penton rider **Carl Cranke** and Bultaco-mounted **Cordis Brooks** at the end of the two-day ISDT Qualifier held in the California desert by the Sunland Shamrocks M.C. Cranke, the winner of the 250cc class, had a big lead in special test times at the end of the first day, enough of a cushion to hold off 500cc winner Brooks' day two charge.

Riding a monoshock Yamaha, **Mick Andrews** won the French round of the World Observed Trials Championship. Swedish Montesa rider **Ulf Karlsson** placed second. Over in Europe to gain experience, American **Marland Whaley** placed 11th overall on a Montesa.

In a Moreno Valley M.C. motocross at DeAnza Cycle Park, a Husqvarna rider named **Michael Jackson** won the Open Expert class.

Speaking of Jacksons, in a Petaluma, California, scrambles, **Reggie Jackson** finished third in the 125cc Junior class behind **Brad Kotsaris** and **Red Bray.**

A.C. Bakken (Hus) took the overall win in the Simi Valley M.C. D-37 hare and hound. Second overall went to another ride on a big Husky, **Bob Balentine.**

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PHOTO BY MIKE RAPLEY

Bernie Schreiber's win in Germany allowed him to close within 16 points of leader Eddy Lejeune.

Dave Watson (31) and Eric Geboers (9) lead winner Georges Jobe (11) and Hakan Carlqvist (1) on the start of moto one on the Austrian turf.

PHOTO BY NEIL WEBSTER

World Championship Observed Trials Series: Round 6

German win to Schreiber

By Mike Rapley

OSNABRUCK, WEST GERMANY, APR. 13

Bernie Schreiber, the 1979 World Champion, bounced back into this year's championship chase with a convincing win in the West German round which marks the halfway point of the season. Even though SWM-mounted Schreiber came out of the event with 20 points to add to his tally, it is still Honda's Eddy Lejeune who leads the title chase from Fantic rider Thierry Michaud with Bernie a distance back in third.

By Lejeune's standards he had a poor day, losing seven five mark penalties around the three-lap, fifteen-section course — a catalog of errors that dropped him to third behind Schreiber and Michaud, who was second. Michaud, by gaining two more points than Lejeune, has moved to within four points of the defending champion.

Michaud started off the day brilliantly, taking his time over the dry and grippy sections which weren't too hard for a World Championship trial and led at the end of the first lap with 20 marks lost. Schreiber was second with 23. As the sections became easier, Bernie, now familiar with the terrain, put in a super lap and strode into the lead. Michaud slipped a bit, but it was Lejeune everybody should have been worrying about. He put in the best lap of the trial to that point and moved one mark ahead of Michaud.

Behind the top three, fourth place was shared by talented youngsters Andreu Codina, on the factory Montesa, and Philippe Berlatier, on the factory Italjet. While it could be expected these two would battle for fourth it wasn't to be. Both struck trouble with Berlatier dropping to seventh and Codina having a disaster and finishing in 12th.

While they were slipping, another pair of youngsters were climbing in the shape of John Lampkin and Steve Saunders of Britain. John went on to finish fourth with Steve fifth, to put Saunders fifth overall in the title chase in only his second season.

It was at the top, way ahead of the rest, that the best three trials riders in the world were having their own private battle. Schreiber, with the lead firmly ensnared wasn't going to lose out and put in the best lap of the day to finish with a six point win. Lejeune stayed steady and lost the same as he had on his second lap while Michaud improved considerably to take second overall.

Lejeune must have been left reflecting that even though he had the greatest number of cleans in the trial, 19, his seven fives to Schreiber's two and Michaud's three was just not World Champion standard.

Results

1. Bernie Schreiber (SWM) 52; 2. Thierry Michaud (Fan) 58; 3. Eddy Lejeune (Hon) 59; 4. John Lampkin (Fan) 83; 5. Steve Saunders (Arm) 84; 6. Toni Gorgot (Kob) 90; 7. Philippe Berlatier (Ita) 91; 8. Luis Gallach (Mer) 91; 9. Bernard Cordonnier (Fan) 92; 10. Johnny Anderson (Yam) 94; 11. Gilles Burgat (Fan) 100; 12. Andreu Codina (Mon) 100; 13. Renato Chiaberto (Fan) 101; 14. Diego Bosis (Fan) 101; 15. Gianni Tabarelli (Bet) 112.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Lejeune (105); 2. Michaud (101); 3. Schreiber (89); 4. Berlatier (71); 5. Saudners (60); 6. Burgat (53); 7. Lampkin (51); 8. Cordonnier (38); 9. Gallach (35); 10. Codina (27).

World Championship 500cc MX Series: Round 1

Jobe outduels Carlqvist

By Neil Webster

SCHWANENSTADT, AUSTRIA, APR. 15

Georges Jobe, Kawasaki's number one rider, emerged as the biggest threat to Hakan Carlqvist's 500cc World Championship crown as he beat the titleholder to win both motos at the opening round in Austria. Carlqvist pressured Jobe in both motos, but never passed the 23-year-old 250cc World Champion.

In moto one, both were snarled up in a first turn melee and completed the opening lap 27th and 30th. From there they ripped the field apart.

PHOTO BY MIKE RAPLEY

Thierry Michaud was runner-up in Germany.

Carlqvist tagged onto Jobe's tail and by the finish they were third and fourth.

In the second leg, their battle was for the lead, but the Swedish Yamaha man couldn't break Jobe's grip.

"I controlled the second race from the front. I knew where Hakan was and every time he tried to close I could pull out a bit more again,"said Jobe. "If I hadn't been stuck at the start of the first race I could have won that also, but I'm very happy with the results of my first 500cc GP."

The super-tough Carlqvist was having problems the sun-soaked crowd couldn't see. "A rider fell in front of me on the second lap of the first race and I had to try and jump over his back wheel. I couldn't get full power on in time and fell, trapping my leg between the bars and the tank," said Carlqvist. "It hurt so much I thought I would have to stop, but I managed to keep going and got faster again. In the interval between motos I drank too much and started getting stomach cramps after six laps. Every time I tried to push harder to catch Jobe, they started again."

That mix-up in the first corner caught more than Jobe and Carlqvist. America's solo hope in the series, Danny LaPorte, also found himself at the back of the field. He managed to recover for seventh, but things were to go even worse in the next leg.

"I hit the gate hard, was last into the first turn and then the guy in front pushed me into the fence," said LaPorte. Again he was faced with a fight from the back, but this time could only take 14th place, giving him ninth overall.

"If I can only get a good start I know I can finish in the top five every time," said LaPorte. He has been given a special works cylinder by the Yamaha factory for the series.

Stocky Belgian 125cc World Champion Erik Geboers won the first moto in the opening GP ride for the works Honda squad, followed home by his British teammate David Thorpe.

Thorpe felt he could have caught Geboers given more time, but his challenge was delayed when he couldn't pass early leader Dave Watson as quickly as Geboers.

Watson hung onto third until two laps from home when Jobe and Carlqvist claimed him as the last victim of their superb fight back. •

Results

1. Georges Jobe (Kaw) 3-1; 2. Erik Geboers (Hon) 1-4; 3. Dave Thorpe (Hon) 2-3; 4. Hakan Carlqvist (Yam) 4-2; 5. Dave Watson (Kaw) 5-7; 6. Andre Vromans (Hon) 6-6; 7. Laurence Spence (Kaw) 8-5; 8. Andre Malherbe (Hon) 9-9; 9. Danny LaPorte (Yam) 7-14; 10. Stephan Desmare (Yam) 10-13.

500cc WORLD CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Georges Jobe (35); 2. Erik Geboers (33); 3. Dave Thorpe (32); 4. Hakan Carlqvist (30); 5. (TIE) Dave Watson/Andre Vromans (20); 7. Laurence Spence (19); 8. Andre Malherbe (14); 9. Danny LaPorte (11); 10. Stephan Desmare (9).

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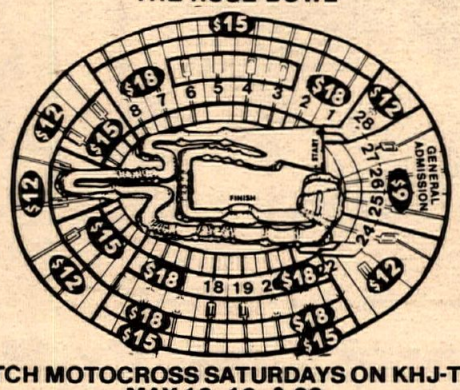

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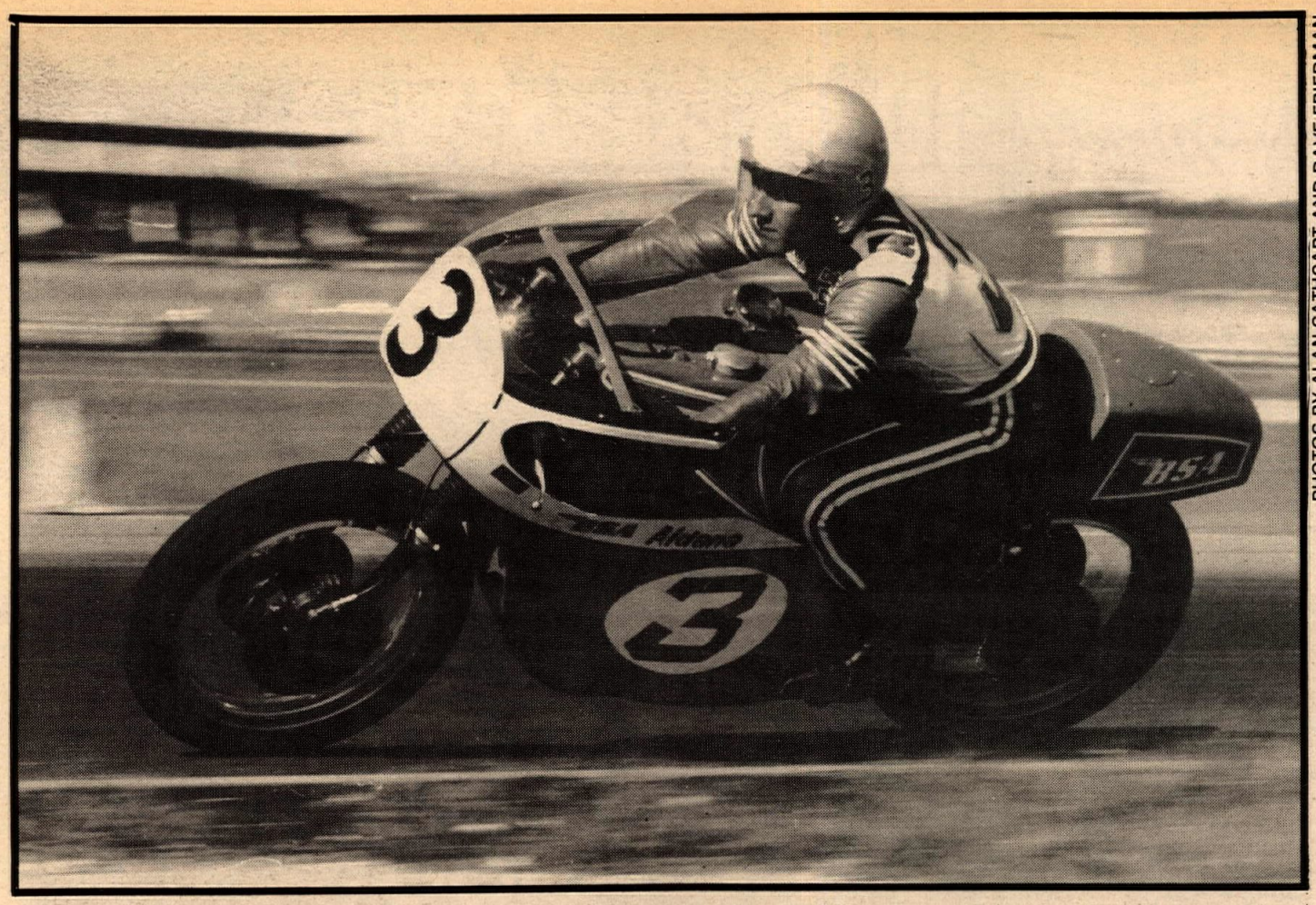
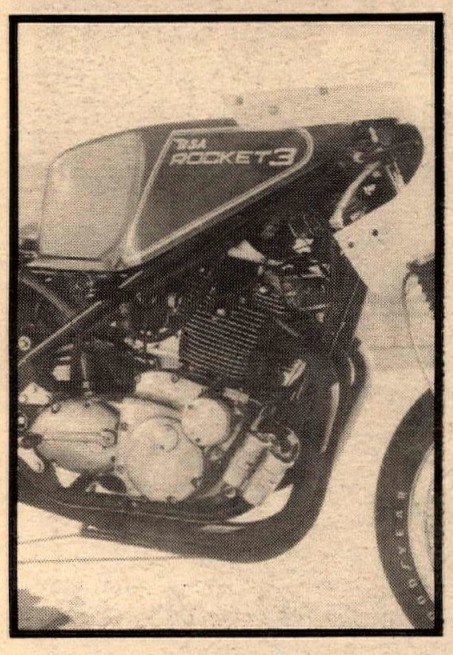
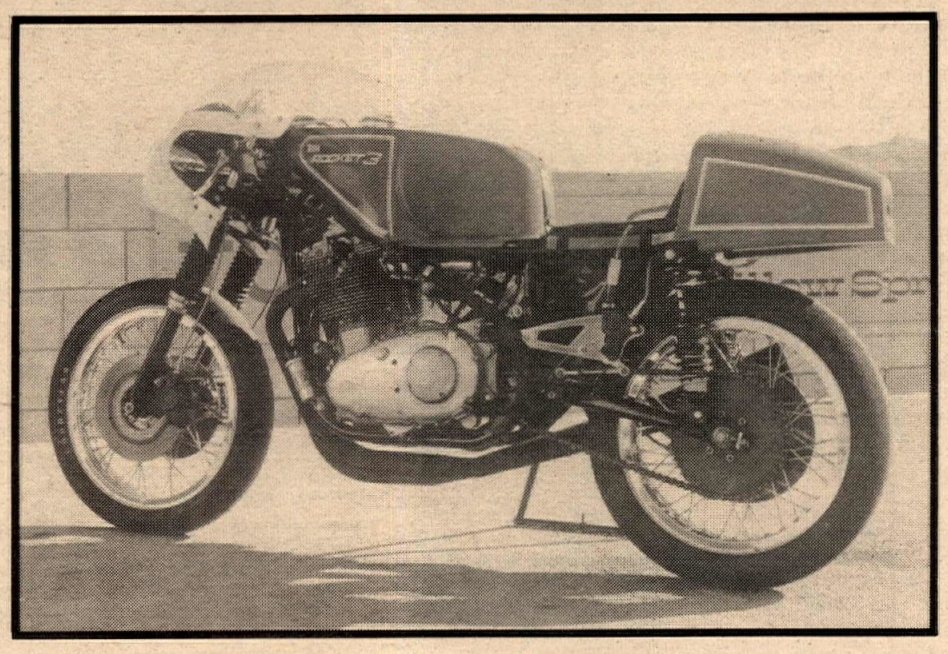


PHOTOS BY ALAN CATHCART AND DAVE FRIEDMAN

David Aldana on a BSA Triple at Daytona in 1970. He went from 83rd to fourth, crashed and finished 11th.





Impression: Ex-Hailwood/ Aldana BSA-3

The power and glory thunders on

By Alan Cathcart

There's not much doubt which model takes the vote amongst classic bike enthusiasts for the best-sounding British racing motorcycle ever made. The haunting howl of a BSA or Triumph triple in full flight with open megaphone is one guaranteed to set the spine tingling and the memory racing back to those days at the start of the seventies when Britain ruled the world in the then-infant Formula 750 class.

Thanks to the success of the CRMC's F750 events in Britain today, you can still hear that fabulous sound; there are up to a dozen replica bikes taking part regularly in such races. To all but the hardened, knowledgeable Beezumph fan these machines might as well be the real thing — one of the 16 works chassis (eight 'highboys', eight 'lowboys', evenly divided between BSA and Triumph marques originally, though there was a lot of badge engineering later on) built by Rob North for the BSA/Triumph racing teams on both sides of the Atlantic. The five bikes which became so familiar at that time in the hands of Smart, Pickrell, Cooper, Jeffries and Tait are all still in the United Kingdom, but their track appearances are confined by their anxious owners to the occasional parade or demonstration, rather than outright racing. Pity.

However, on this side of the Atlantic in sunny southern California, believe it or not you can still hear the sound of a genuine works triple yowling its way to success 12 years after the factory's last major U.S. win in the Ontario 200, courtesy of John Cooper. The only genuine works BSA/Triumph triple in complete form in North America (the ex-Romero Triumph chassis is in Minnesota, but lacks a factory engine), the bike is the 1970 BSA-3 which Mike Hailwood rode at Daytona in March that year, before passing it on to then rookie road racer (and with Romero, one half of 'Team Mexican'), David Aldana. Over a decade later the bike won a 1982 club championship in the hands of present owner Greg Phillippi, an ardent racing triple enthusiast who's a walking encyclopedia of facts about the U.S. end of the Small Heath/Meriden factories' racing effort.

Phillippi found the BSA in 1980 after he'd heard about 'a weird guy out in the desert with an old three-cylinder Triumph racer sitting on his back porch.' Following the trail to its conclusion entailed a trip more in hope than certainty to a remote house out in the Mojave Desert: the man in question didn't have a phone. Once there, Phillippi found to his amazement that the tale was true: the man had bought the bike from a dealer in Van Nuys (a suburb of Los Angeles), tried to run it on the road once with lights fitted but got up to about 60 mph in second gear before hitting a cat which threw him off! From then on the Triumph sat outside his back window, uncovered and exposed to the elements so he could admire it without having to get up and take a cover off. Yep, that's California for you!

Already the owner of a road-going Trident, Phillippi managed to buy the racer, which was by now in a truly desolate state: apparently it took him two months and several layers of finger skin alone to remove the deep pitting from the total of 32 handmade alloy parts, for example. But while carrying out a cosmetic restoration, he tracked down the Van Nuys dealer who'd sold the bike back in 1973, and in doing so discovered he was the owner of a very special motorcycle. That dealer was Jack Hateley, well known to Triumph fans as one of the most faithful exponents of the marque in dirt track and road racing competition alike, latterly with his son John riding. Hateley confirmed that he'd been given the bike by Triumph's American importers for John to race in the 1973 season, but that when he'd got it it was decked out in BSA colors, having been raced for the previous season and a half by Aldana as part of the BSA factory team.

A later acquaintance with former chief mechanic, later BSA racing manager Danny Macias confirmed this to be the case: Macias was even able to point to places on the frame where the tubing had been hand-relieved to make the fuel tanks fit better. Even more to the point, Macias revealed that before being given to Aldana for his first race on the bike at Kent, Washington, in 1970, it had been the machine which Mike Hailwood had ridden at Daytona in March that year, retiring after 10 laps with overheating problems which led to a burnt valve, after qualifying second on the grid. After that, it passed to Aldana who in May that year, in only his fourth-ever road race, defeated the might of the Suzuki, Kawasaki and Harley teams to win the Talladega 200 at the Alabama speedway, averaging no less than 104.59 mph to do so (making it the fastest 200-miler ever run in America at that time) and hitting the traps at 152.02 mph in doing so on the banked oval.

Macias recognized the bike by the strange fact that its engine number is also stamped on the frame headstock: apparently U.S. customs wouldn't allow the normally numbered North-framed bikes into the country unless they were so adorned. So the engine in the bike is the one actually used in it then by Hailwood and Aldana, a fact confirmed by the letters MK stamped on various engine components which Macias revealed were the initials of Mack Kambayashi, the BSA mechanic who looked after Hailwood's bike in 1970 at Daytona (and later became Dick Mann's tuner).

Aware that he now had a truly historic racing bike, Phillippi completed the restoration in BSA colors and with Aldana's number 3 adorning the fairing entered it in a couple of bike shows. Then the racing bug struck.

"They'd started classic racing in California along the lines of the

Specifications

Engine	
Type	Pushrod OHV three-cylinder four-stroke
Bore x stroke	67 x 70mm
Compression ratio	12:1
Ignition system	Lucas Rita electronic
Transmission	5-speed
Carburetors	30mm Amals
Frame	
Type	Full double cradle steel tubular
Front tire	3.50 x 18 Goodyear slick
Rear tire	4/4.50 x 18 Goodyear slick
Dimensions	
Dry weight	380 lbs.
Fuel capacity	6.3 gal.

CRMC in England — a CRMC member, Peter Spencer-Hayes, came over here to live and started things up. I'd always fantasized about going racing myself without ever getting up the courage, but then after one of the shows I looked at the BSA and it looked right back at me and said 'I don't belong in a beauty show: take me to the track!" So I did."

To good effect, for after finishing third on his first outing with the bike in the fall of 1981, Phillippi dominated the SoCal Classic Championship in 1982, in spite of blowing up the engine fairly disastrously when a main bearing went and broke the con rod. However, he was able to repair the cases by welding them, and though his job as a dental photographer restricted his outings on the bike in '83, it's still the one to beat when he does bring it out for the odd classic event.

Remarkably, the engine in Phillippi's BSA was in excellent condition internally when he got it, and after cleaning up the electrics, changing the oil and plugs and hooking up the battery, it fired up first time after seven years' inactivity.

A complete tear-down and rebuild for the '82 season after his first two races revealed that the bike has all the right stuff inside, including hand-relieved gears drilled for lightness-everywhere, including on the camshafts, oil pump and so forth. The crank had been beadblasted except on the journals, and as an additional safety check Phillippi had the rods Magnafluxed and X-rayed, as well as the pistons. Amazingly, the same triplex chain is still used that the bike was fitted with when he got it: constant checks reveal no stretching. The single-plate clutch has heavier springs from standard, and a set of three 30mm Mark 1 Amals are fitted, with the usual BSA/Triumph trick of a mechancial linkage controlled by a single throttle cable. The carbs carry the spun alloy velocity stacks designed by Jack Shemans which were apparently good for a couple more horses. Gearbox is a five-speed Quaife, as on most racing triples.

Phillippi acknowledges a debt of assistance to Jack Wilson of Big D Cycle in Dallas, still the foremost Triumph racing man in America, and it was Wilson who suggested fitting Lucas Rita ignition after Phillippi had experienced considerable problems with the points: sound familiar, triple racers?

"Switching to electronic ignition was the best thing I did," says Phillippi. "It gave me at least five more horsepower and five times the reliablity. We also saved weight by throwing out the battery, so the bike now weighs 380 pounds dry — around 400 with oil and fuel." 38° of ignition advance is employed, running on 115 octane racing fuel and using 12:1 compression.

After tracking down practically every member of the BSA/Triumph pit crew from the early seventies, Phillippi was able to acquire from one of them a reprint of the test figures obtained from the team's dyno at the end of the 1971 season: these showed Mann's bike to be the most powerful, producing 71.4 bhp at 7,800 rpm, measured at the rear wheel, against 69 hp for the Aldana machine. Phillippi usually revs the bike nowadays to 8,500 rpm. Power comes in at around 4,200 rpm with the works cam fitted to the bike.

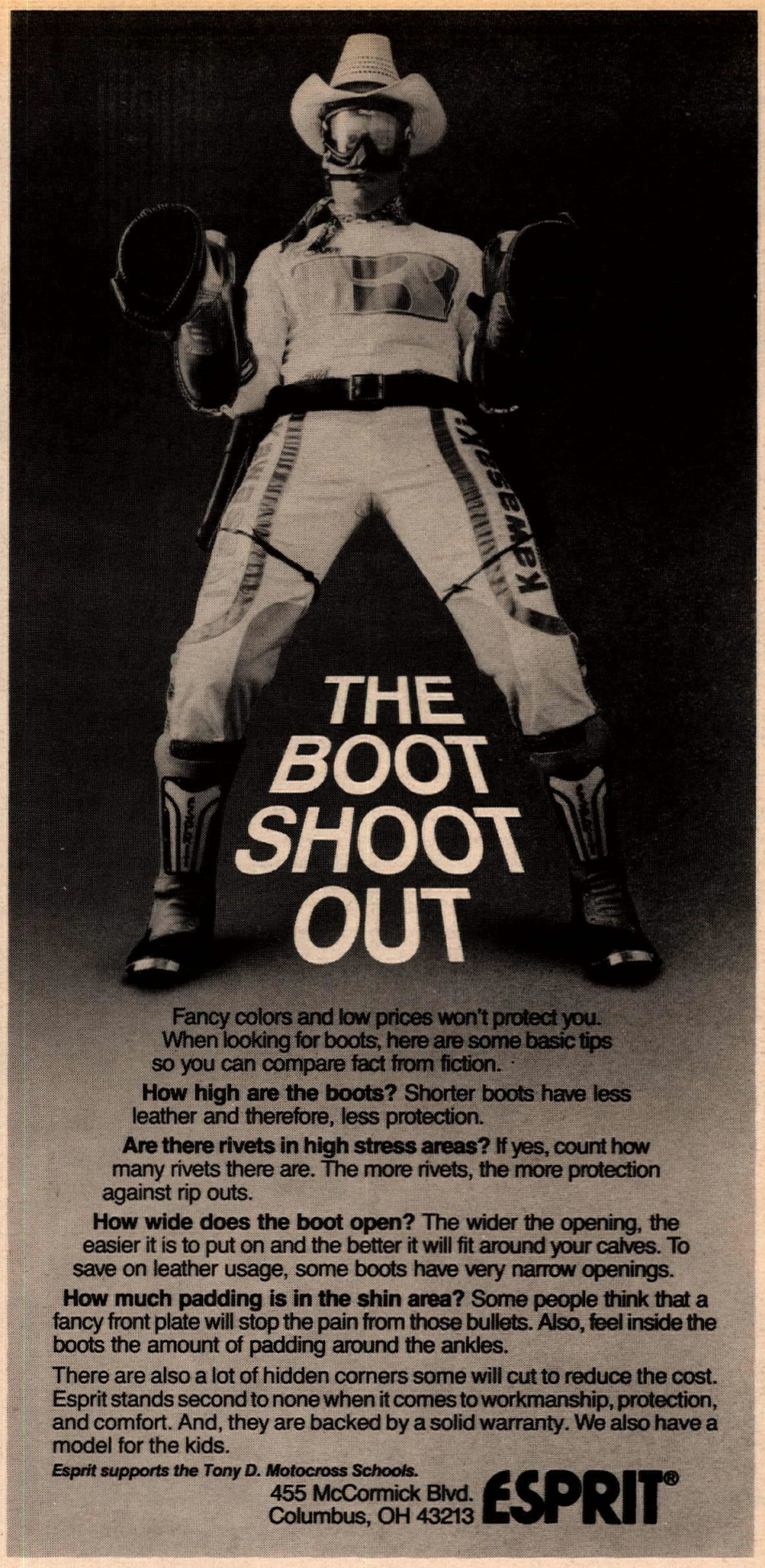
The 'highboy' frame (so called because it had a higher headstock than the post-70 'lowboys') was originally fitted with the early-type fairing without the distinctive 'letter-box' slot for the oil cooler. The latter was only fitted after the '70 Daytona debacle, when all the bikes overheated; thereafter they were models of reliability and Mann's machine was reputed to have gone four races without having the head lifted. Aldana's ex-Hailwood machine was converted to a letter-box fairing for '71, while retaining the earlier frame — hence the relieving of the frame tubes by Macias' merry men.

The 56-inch wheelbase is compact for an early '70s 750, and until you get used to the riding position there's a very real possibility of cramp in the legs. The big tank nestles nicely into your chest, and on a banked circuit like Daytona or Talladega the streamlined rear of the seat enabled the shorter riders to blend right into the line of the bike in the interests of wind-cheating. In fact, the AMA did make the factory cut the seat down by a couple of inches because they claimed it was against the rules.

The clutch action is really stiff, and so is the throttle. There was also a great deal of vibration. Phillippi had to install a new crankshaft after the blowup and that might be the culprit.

Braking is one of the BSA's fortes, thanks to the twin 10 inch Lockheed discs which were fitted up front in the 1970/71 off-season to replace the Fontana drum originally used on the bike. Combined with the 12 inch Honda rear disc — yes, the factory team did use those back then — they gave superb stopping power at the expense of strong lever effort, and relatively little dip from the front forks.

How good to see such a historic bike still being used for the purpose for which it was designed, rather than languishing in someone's garage or a museum. A winner in 1970 at Talladega, it's still winning 14 years later in the hands of its enthusiastic owner: classic racing fans have reason to be grateful to the likes of Greg Phillippi for ignoring the pundits and letting onlookers derive full enjoyment from seeing their bikes in action again. •



Fancy colors and low prices won't protect you. When looking for boots, here are some basic tips so you can compare fact from fiction.

How high are the boots? Shorter boots have less leather and therefore, less protection.

Are there rivets in high stress areas? If yes, count how many rivets there are. The more rivets, the more protection against rip outs.

How wide does the boot open? The wider the opening, the easier it is to put on and the better it will fit around your calves. To save on leather usage, some boots have very narrow openings.

How much padding is in the shin area? Some people think that a fancy front plate will stop the pain from those bullets. Also, feel inside the boots the amount of padding around the ankles.

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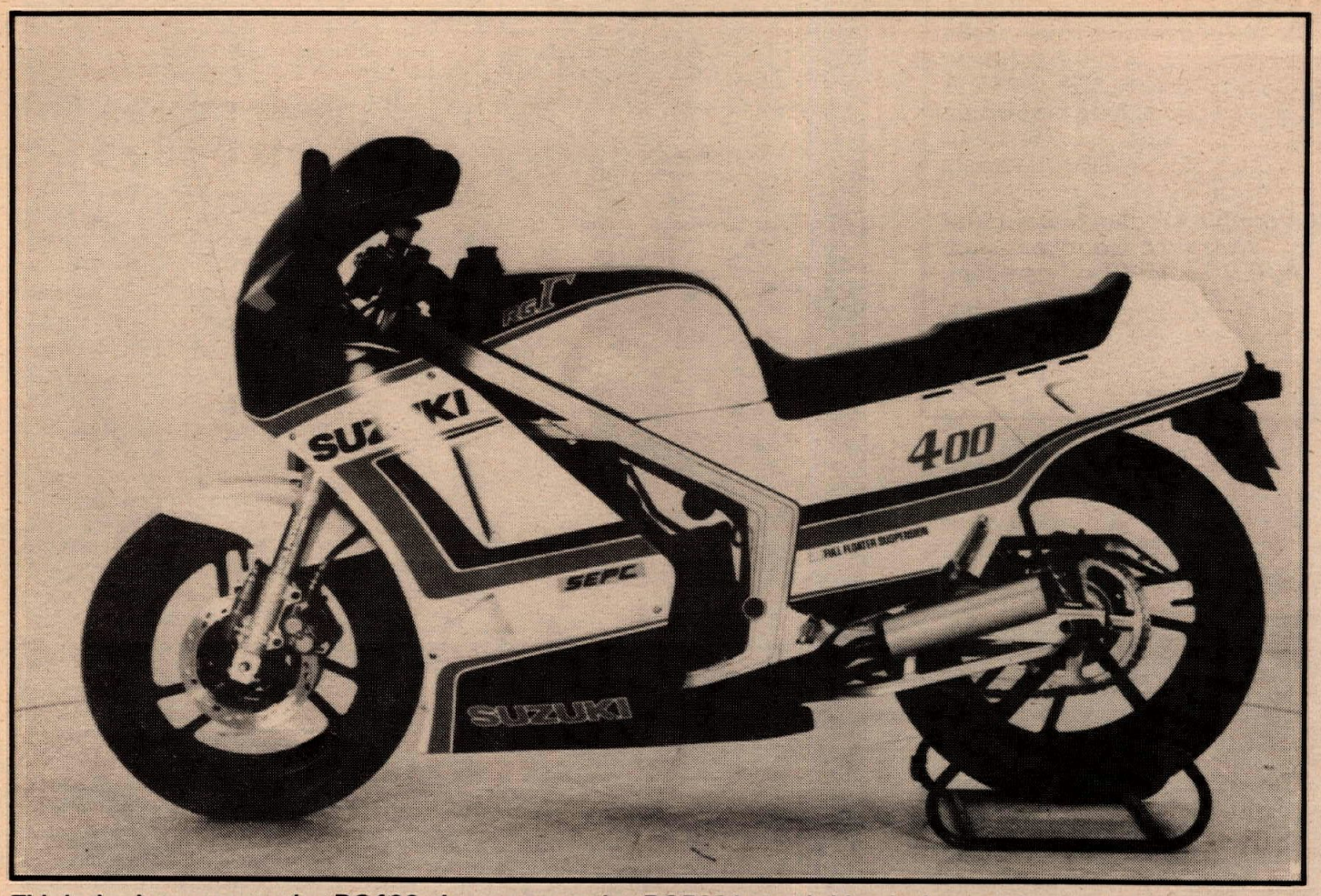
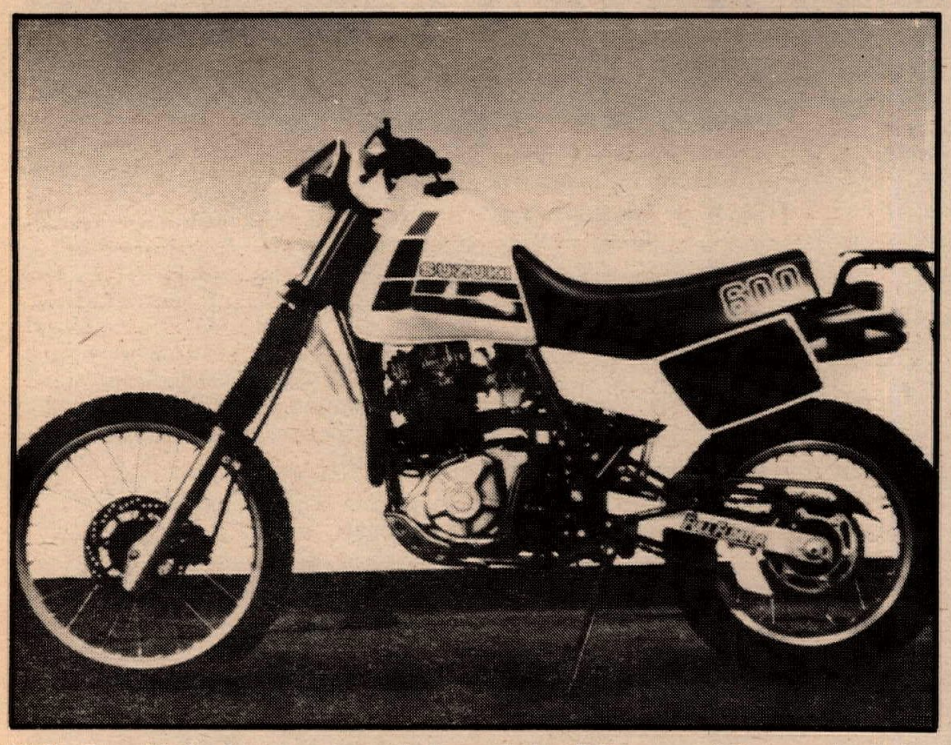
Suzuki *(Continued from page 3)*

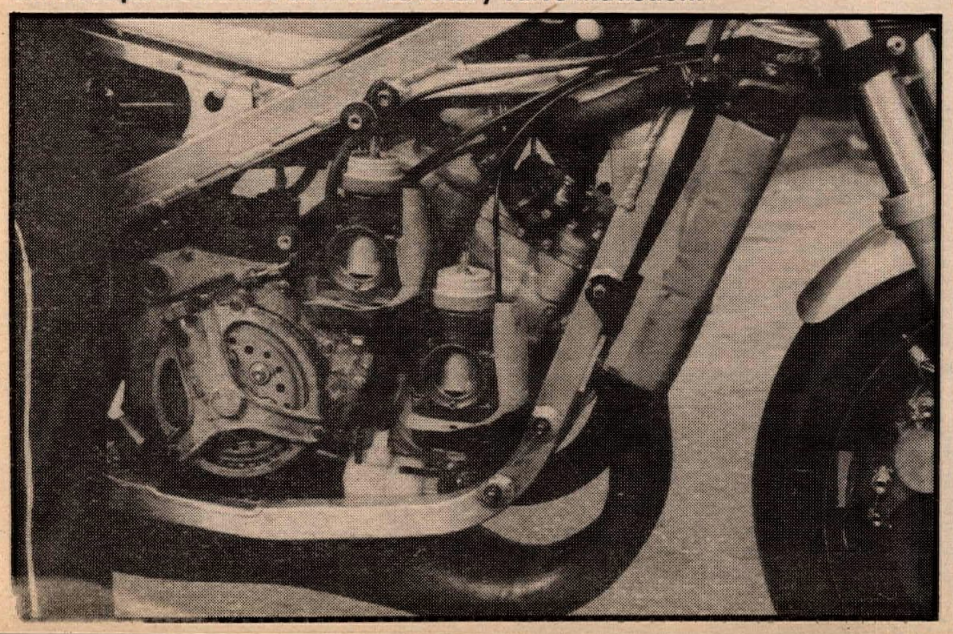


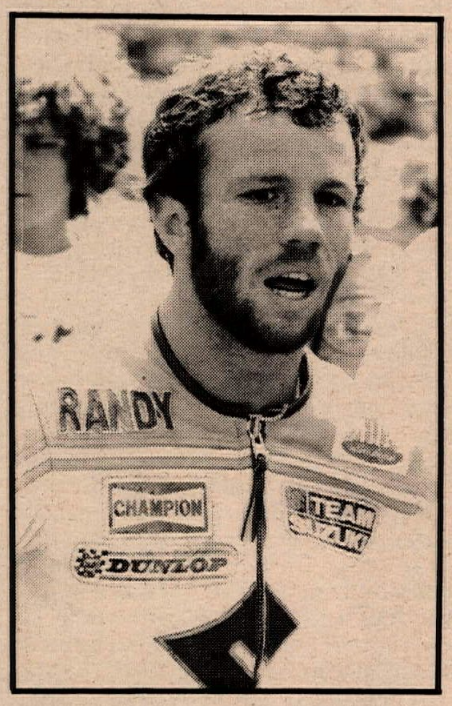
This is the Japanese-market RG400; the export-market RG500 is nearly identical except for engine displacement. The frame is all aluminum alloy, the engine a water-cooled two-stroke Square Four.



U.S. Suzuki denies any knowledge of the RG street bikes and of the DR600, a new four-valve Single with single rear shock suspension.

Unlike the RG500 racebike engine shown here, the street bike version has exhaust powervalves as well as rotary valve induction.





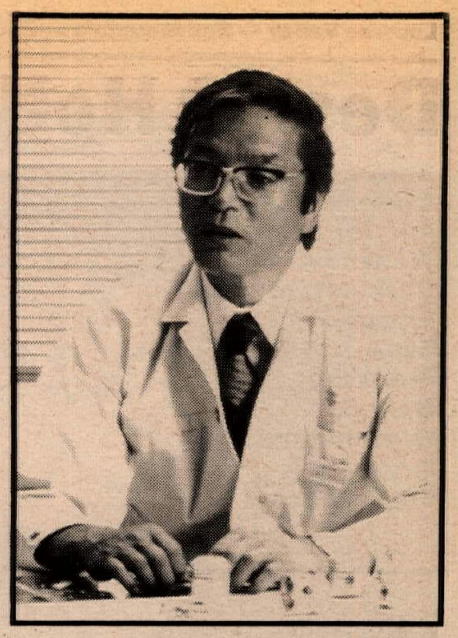
Randy Mamola rode RG500s for five years.

ways to broaden the powerband and maintain adequate cooling for street use. Both problems were also encountered in the development of the company's GT750 two-stroke Triple sold during the 1970s, but were solved before the bike went into production.

Suzuki's engineers tested two-stroke Twins in 400 and 500cc displacement, but decided upon the Square Four design because it made more power.

The Suzuki men also said that the company would not produce sporting versions of the GV1200GL and GV700GL V-4 cruisers shown in *Cycle News* recently.

Their comments were backed up by Mr. Etsuo Yokouchi, newly named general manager of Suzuki's Motorcycle Engineering Division I. Speaking in Los Angeles, Yokouchi said the V-4s, while ideal for custom-styled motorcycles built for the American market, are too heavy and bulky for sports bike use. Yokouchi told a reporter that the ideal sports bike



GS1100 designer Etsuo Yokouchi now heads U.S. market designs.

would be very light with excellent handling, superb brakes and high horsepower output aided by the latest in engine technology.

Yokouchi's appointment as the man in charge of designing machines for America has great significance for high-performance enthusiasts, according to company insiders.

Yokouchi formerly was assistant general manager of Suzuki's Motorcycle Designing Division. When the Division was split several years ago, Yokouchi was named general manager of Division II, in charge of designing machines for Japan and Asia. During his tenure Suzuki introduced the two-stroke Twin RG250 Gamma, a racer-styled machine that became the best-selling 250 in Japan in 1983. Yokouchi's most recent project was the GSX-R, a Japanese-market aluminum-framed, water-cooled 16-valve 400cc Inline Four styled like the 1983 works HB Suzuki endurance bikes.

Yokouchi designed the X6 250cc two-stroke Twin Hustler in 1965, the T500 Titan 500cc two-stroke Twin in 1967, and the GT750 water-cooled two-stroke Triple in 1971. In developing the GT750, Yokouchi pioneered the use of aluminum radiators.

In 1974 Yokouchi was put in charge of Suzuki's racing efforts, his responsibilities including building world-championship-winning machines for Roger DeCoster (500cc motocross), Barry Sheene (500cc road racing), Gaston Rahier (125cc motocross) and Akira Watanabe (125cc motocross).

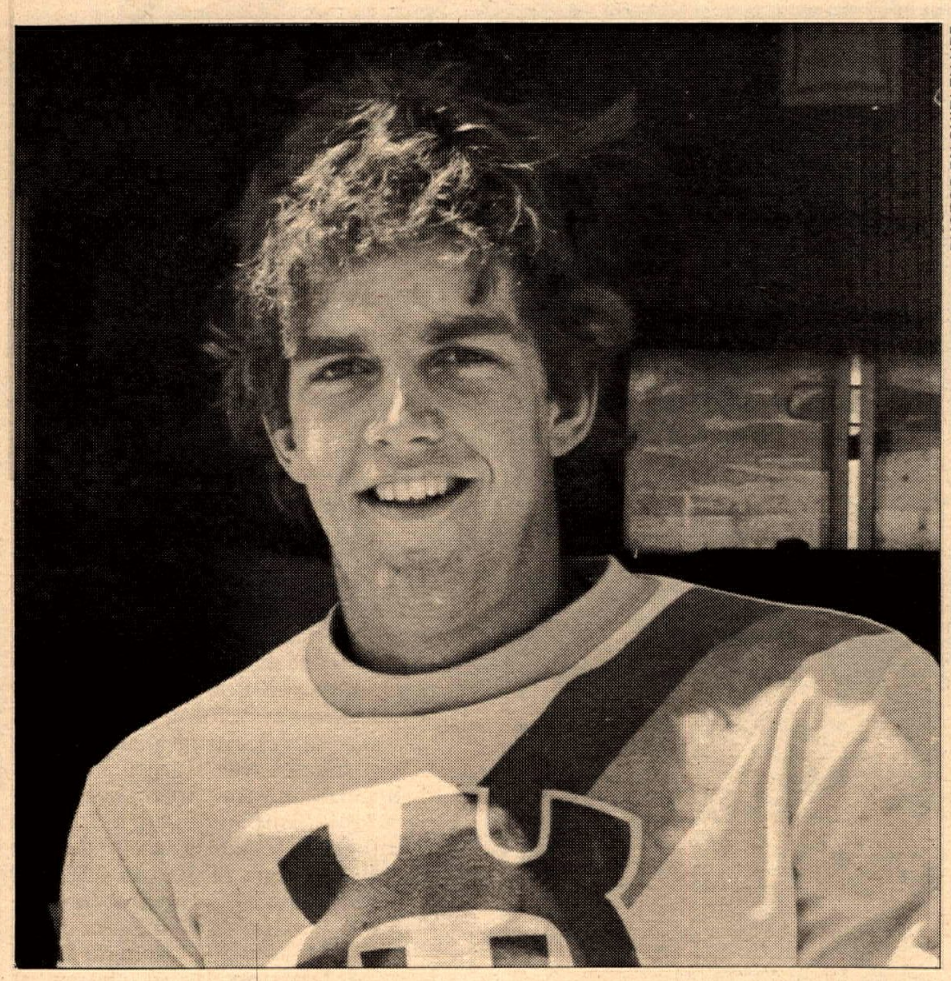
In 1976 Yokouchi's responsibilities expanded to include street bike design. He directed development of the eight-valve GS750 and GS1000, and later the 16-valve GS1100 and GS750 with Suzuki's TSCC (Twin Swirl Combustion Chamber) cylinder heads. Yokouchi was personally responsible for the decision to manufacture and sell the futuristic Katana 1000 and 1100 models.

Since taking over Division I, Yokouchi has installed Mr. Sadeo Shirasagi as his deputy. Shirasagi did much of the actual design work on the TSCC cylinder head design, taking a theory and turning it into functioning parts.

Yokouchi is 50 years old and joined Suzuki in 1957, shortly after graduating from college. He is a personal friend of Pops Yoshimura and is a high-performance and racing enthusiast.

Yokouchi says that the rider must feel that the designer made this bike for him, so a designer must develop an understanding of what a rider wants, where he'll be riding, and in what ways he looks to enjoy his motorcycle. •

Desert Hotline



PHOTOS BY SHIRLEY UPP

(Above) Dan Smith led the Vikings H&H all the way. (Below) Ed Pierce rode to third overall, first 250cc Expert.

Smith sails to Vikings H&H win

By Shirley Upp

LUCERNE VALLEY, CA, APR. 21

Team Husky's Dan Smith and Pro Cycle KTM rider Ken Upp led the way for over 300 riders as they finished 1-2 in the Vikings M.C. AMA D-37 hare 'n' hound.

The Vikings laid out a long course, and included some virgin trails. After the drop of the banner it was Smith taking the lead before the bomb. Apple Valley Cycle's Chuck Pettigrew grabbed second with Upp following him. Ed Ogden, who has been hot lately in the 250cc class, was running fourth overall ahead of Open rider Randy Morales. Leading the Amateurs at this stage of the game was Open rider Roger McCabe.

In the Novice/Beginner ranks, Dave Pettigrew had the lead on a 250cc classer. Running second overall on a big two-stroke Honda, Steve Garner was also leading the Beginners.

One nice sight was long-time desert ace, retired for some time, Wes Anderson Sr. Anderson came up from Mexico for a visit, and at age 65, was looking great out on the course.

Coming into home check, Smith still led with Upp advancing to second. Pettigrew, who said he wasn't feeling well, slowed to stay out of Upp's dust. But after a get-off, he decided to end his race altogether.

Ed Pierce, riding in the 250cc Expert class, moved from seventh at the bomb to third at the end of the first loop. Andy Matthews, competing in the same class as Pierce, was sixth at the start, and he followed Pierce's rise to run fourth.

Smith's Husky teammate, Dan Ashcraft, rose from 11th to fifth ahead of Morales. A trio of 250cc Experts — Brett Howell, Phil Gorgone and Derrick Paiment — followed.

Riders leading their divisions included Tom Elias (C bike), McCabe (Amateur), Darryl Ellis (Vet), Art Knapp (Senior) and Lori Farmer (Women).

In the Novice race, Open rider Doug Broaddus had passed Pettigrew for the overall lead, with the latter now running second.

After the second loop of 45 miles, Smith cruised in for the win. Upp, also sponsored by Kal-Gard and Duralube, finished second. Ironically, it was Smith who made Upp's ride possible by welding a broken exhaust pipe before the race.

Third overall, first 250cc Expert honors went to Pierce. Pierce, who said he had a good ride other than one rock-induced chain derailment, thanked sponsors Montclair Yamaha, ST Racing and Lubridyne.

Ashcraft made it up to fourth at the finish, still trailed by Morales. Howell and Gorgone finished 6-7, with Verlin Van Zee working his way up on the second loop to finish eighth. Ninth was top Amateur McCabe.

Greg Johnston had a pleasant surprise at the finish, learning that he was the first C bike in. The 250cc Vet Expert class went to Bill Becker.

In the Novice race, Pettigrew regained the top spot and held on for the win. Steve Garner, the early leader among the Beginners, took the win in that division.

Unofficial results

OPEN EX: 1. Dan Smith; 2. Ken Upp; 3. Dan Ashcraft.
OPEN AM: 1. Roger McCabe; 2. John Reed; 3. Rick Guertin.
OPEN NOV: 1. Doug Broaddus; 2. Jeff Maas; 3. Don Cowgill.
OPEN BEG: 1. Steven Garner; 2. Jason Aeck.
250 EX: 1. Ed Pierce; 2. Brett Howell; 3. Phil Gorgone.
250 AM: 1. David Duke; 2. Lonnie Lawrence; 3. Chris Baeson.
250 NOV: 1. Dave Pettigrew; 2. Dan Dalton; 3. Kevin Miles.
250 BEG: 1. Steve Parry; 2. Steve Marsee; 3. Mike Heyne.
C EX: 1. Greg Johnston.
C AM: 1. Charlie Morris; 2. Jim McGrath; 3. Bob Wells.
C NOV: 1. Brian Strachan; 2. Sean Bradley; 3. Bob Schneider.
C BEG: 1. Ron Johnson; 2. #200c; 3. M. Bishop.
OPEN VET EX: 1. Steve Thompson; 2. Ed Segler; 3. Gary Ames.
OPEN VET AM: 1. K. Tennis; 2. David Burson; 3. Chuck Wahl.
OPEN VET NOV: 1. Steve Downing; 2. Lewis Wright; 3. Mike Condit.
OPEN VET BEG: 1. Duray Endlich; 2. Mike Young; 3. Stephen Yarber.
250 VET EX: 1. Bill Becker; 2. Earl Shuler; 3. Monte Lee.
250 VET AM: 1. Paul Baker; 2. Howard Dolan; 3. Mike Villanueva.
250 VET NOV: 1. Jerry Gilpin; 2. Mike Regan; 3. Tim Carlson.
250 VET BEG: 1. L. Gilpin; 2. J. Price; 3. R. Aurit.
OPEN SR EX: 1. Art Knapp; 2. Robert Togerson; 3. Curt Horst.
OPEN SR AM: 1. Hal Bankhead; 2. Dennis Duke; 3. Art Cossio.
OPEN SR NOV: 1. Tweet Byrd; 2. John Johnson; 3. Ed Dendow.
OPEN SR BEG: 1. Sam Harris; 2. Wes Anderson Sr.
250 SR EX: 1. Ron Hall; 2. Dick Postma; 3. Wayne Goodman.
250 SR AM: 1. Mike Dyott; 2. Dennis Wilson; 3. John Braasch Sr.
250 SR NOV: 1. Phil Mendoza Sr.; 2. Hal Giese.
250 SR BEG: 1. Lawton Shank; 2. Ed Chech.
C SR EX: 1. Larry Gordon; 2. Ed Ogden; 3. Red Austin.
C SR AM: 1. Jerry Bailey; 2. Tom Burroughs; 3. John Logan.
WOMEN EX: 1. Lori Farmer; 2. Diane Holeman.
WOMEN AM: 1. Joanna Needham.
WOMEN NOV: 1. #W45; 2. Jodie Bryan.

Kennedy smokes Hi-Boots D-38 HS

By Diane Bell

SUPERSTITION MTN., CA, APR. 1

Despite getting lost along the way, 250cc Expert Todd Kennedy took first overall in this Hi Boots AMA D-38 event. Kennedy finished with a six-minute lead over Bruce Smith, who topped the Open Expert class.

There was some confusion at the start, with at least one racer thinking that the banner had been dropped by mistake. Open Expert Steve Basin took the early lead, but it didn't last for long. "I was leading for the first two miles," said Basin, "but Kennedy and Jamie Tucker and some others had a better line and they passed me before the first check."

Kennedy continued on to place first overall and earn his second black bar. "I didn't have a good start," said Kennedy, "but I followed Jamie Tucker to a really good line. Then I passed him before the first check." Kennedy said the first loop did have some surprises; he got lost: "I had to stop and look around, and then back track to the course. Then I saw Bruce Smith, cut in front of him, found the trail and kept going."

"I wasn't ready at the start," said Smith. "I had my goggles off and people still had their engines on, but I got going. Four or five of us got lost so we had to look around, but I finally saw an arrow to the right so we got going again."

Finishing third overall was Yamaha rider Basin. He was followed by two more Open-class riders, Greg "Dragonfly" Bringle and Scott Hatfield.

In the 125cc race it was Honda rider Tucker winning with a sixth-overall finish. "I had a good start," said Tucker, "I didn't know they were going to drop the flag but I got off well. Then I took it easy because of the wreck I had earlier this season. I didn't want to push it."

Ron Desrosiers was running second in the class on his KTM until a crash on the second loop put him out of contention. His brother Dan, also on a KTM, then ran second until Expert John Bird passed him. Bird went on to finish second, but mechanical problems forced Dan Desrosiers out of the race.

The first Vet was Ed Mundy. "I had a good start. It was an interesting course, but they could have used a little more imagination. It's tough to ride something (previous courses) backwards."

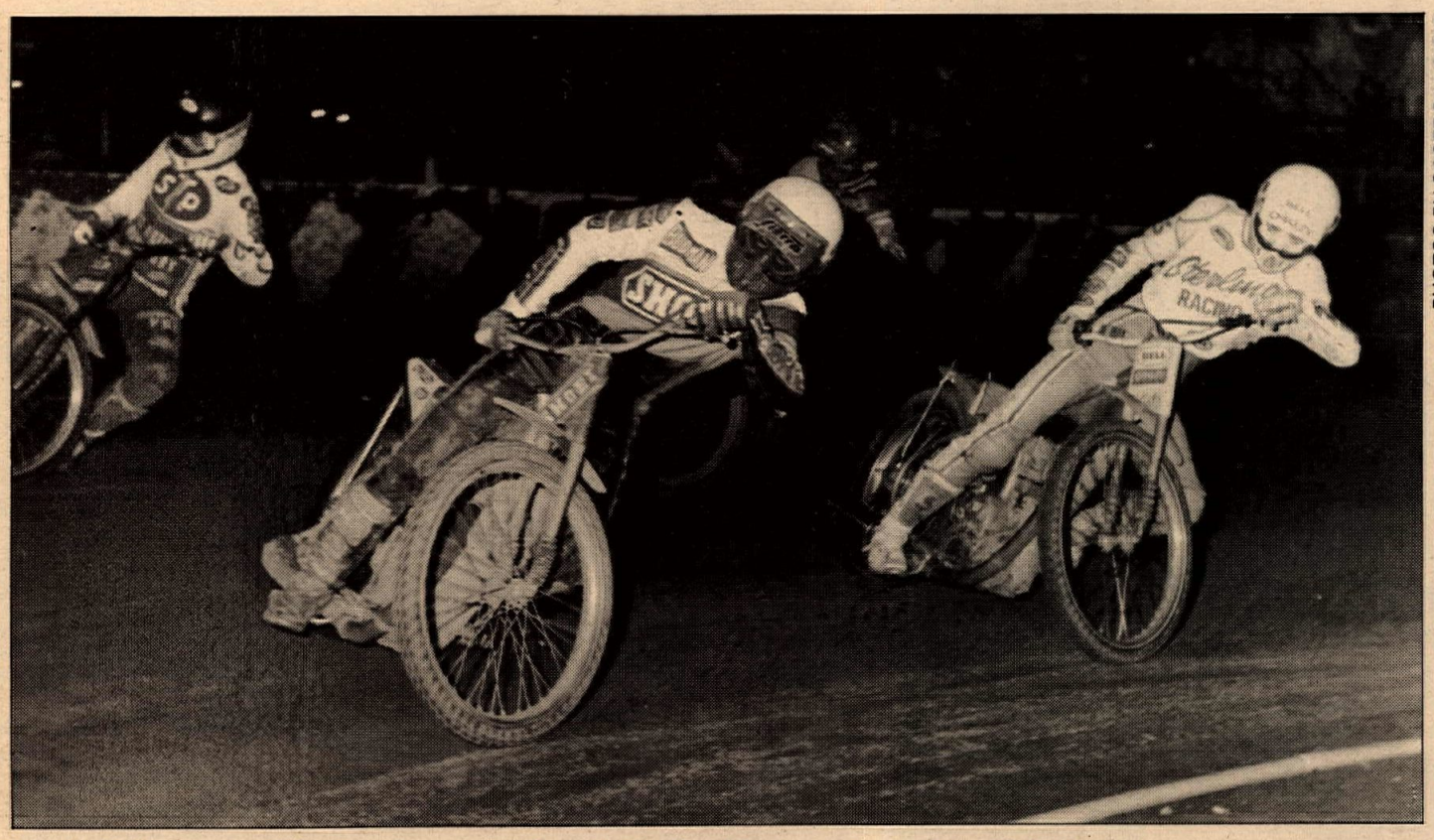
John Gerritsen was the first Senior across the line. "I'm surprised because it's only my second Novice race. I raced in District 37 a few times about 15 years ago."

The first Novice was Steve Kosman on a 250 Yamaha. He found an Amateur bar waiting for him at the finish line. ●

Unofficial results

OPEN EX: 1. Bruce Smith; 2. Steve Basin; 3. Scott Hatfield.
OPEN AM: 1. Greg Bringle; 2. Mark McTerry; 3. Robbie Pippin.
250 EX: 1. Todd Kennedy; 2. Matt Hope; 3. Gordon Clark.
250 AM: 1. Bryan Hart; 2. Earl Roberts; 3. Alan Seaman.
250 NOV: 1. Steve Kosman; 2. Scott Schmidt; 3. Nick Tubbs.
125 EX: 1. Jamie Tucker; 2. John Bird.
125 AM: 1. Joey Lane; 2. Bob Bird.
VET EX: 1. Ed Mundy.
VET AM: 1. Steve Reynolds; 2. Darrel Wagner.
SR EX: 1. Dick Dennison.
SR NOV: 1. John Gerritsen.

SPEEDWAY WEEK



PHOTOS BY SCOTT DALOISIO

Buddy Robinson and Sterling Cogar circulate inside San Berdoo winner Alan Christian.

Kelly Moran won his first Ventura Handicap main since 1977.

Christian stops Faria IMS streak

By Scott Daloisio

SAN BERNARDINO, CA, APR. 25

The streak is over. After winning the first three Scratch mains of the season, Mike Faria finished third and Alan "Crazy" Christian took his first Inland Motorcycle Speedway victory of the season.

Faria had the pole and had earlier taken wins in his semi, with the heat actually having a little extra curricular activity with Buddy Robinson after the checkered flag. The incident carried over to the main as they almost made it to turn one before Christian and his bike went flying through the air, causing a red flag. During the red flag period, referee Irwin Moon asked Robinson not to chop down on his fellow competitors before it was necessary.

Christian (STP/Hi-Point/Weaver Godd), now on a bike he borrowed from Mark Weaver, out-trapped the field and led into the first corner with Faria in hot pursuit. Faria was breathing down the leader's neck when he came into the first bend too hard on lap two and laid it down. He remounted as quickly as possible but was a distant fourth. Robinson attempted to catch Christian for the lead and the possibility of a little more elbow activity loomed very likely, but the "Big Fella" was gone and took the win by a comfortable margin. Faria came back to claim third as Kelly Moran broke on lap three.

Andy Northrup (J & M Trophies & Silk Screen Wes) out-bumped fellow 10-yard-line starter Dennis Briggs in turn two and went on to win the Handicap main. As usual, the story at IMS was Faria. Starting 20 yards behind his closest competitor, Faria passed three riders before the end of the first circuit and found himself in third place. The white and blue "comet" then took second from Strommer coming out of four on the third revolution. At this time catching Northrup seemed academic. Faria pulled up to the rear tire of the young Ontario charger, but he was unable to get by and was forced to take the checkers in second. For Northrup it was a hard-earned, first-ever IMS Division One win. Strommer took third with Mazzacane fourth.

Pat Cain (Imperial Spa/Kal-Gard/Jones Goggles Jaw) came off the 10-yard line to win the Second Division main. Cain started with Ronnie Correy but was firmly entrenched in first by the second turn. Wayne Leutz moved from the 20 to chop down Cain's lead and make a challenge on the final circuit. Leutz attempted to bump Cain out of the way in the final bend. Cain went wide as a result of the bump but he stayed on the throttle to take the win by inches. Sweden's Lennart Bengtsson finished third in his first-ever IMS appearance.

Dennis Hall (McCoy's Septic Service/AME Wes) rode the ex-Lance King Weslake to a win in the Third Division main. Don Butler continued his fine riding but was forced to take a second in both his heat and the main to Hall. Rick Sweaney rode home third.

Jessee Finch (Speeway Magazine) did it again as he took the Junior Speedway main from the 40-yard line. Finch passed the much-improved Kelcey Gordon on lap three and ran away from the pack to score the win. Billy Felts slid home second with Ryan Evans taking third.

Results

SCRATCH MAIN: 1. Alan Christian (Godd); 2. Buddy Robinson (Jaw); 3. Mike Faria (Wes); 4. Kelly Moran (Godd).

HANICAP MAIN: 1. Andy Northrup (Wes); 2. Mike Faria (Wes); 3. Kurt Strommer (Wes); 4. Mike Mazzacane (Jaw); 5. Dennis Briggs (Godd); 6. Greg Ayers (Wes).

SEC DIV: 1. Pat Cain (Jaw); 2. Wayne Leutz (Wes); 3. Lennart Bengtsson (Jaw); 4. Ronnie Correy (Jaw); 5. Mark Weaver (Godd); 6. Steve Murray (Jaw).

THIRD DIV: 1. Dennis Hall (Wes); 2. Don Butler (Jaw); 3. Rick Sweaney (Jaw); 4. Oscar Salinas (Jaw); 5. Randy Beddow (Jaw); 6. Mark Rotondo (Jaw).

JR MAIN: 1. Jessee Finch; 2. Billy Felts; 3. Ryan Evans; 4. Kelcey Gordon; 5. Jayme Finch.

Faria three straight at Ventura

By Bill Locey

VENTURA, CA, APR. 24

Mike Faria is in a rut most speedway riders dream about, taking the Scratch main for the third straight week at Ventura Raceway. Over the years, besides Faria last year, Mike Bast, Steve Bast, Jim Fishback, Alan Christian and Lance King have all won three in a row. The record for Ventura is five in a row by Christian in 1978 and Mike Bast in 1979. The way Faria has been riding, maybe he'll have a shot at King's record 16 wins (Scratch and Handicap main) set in 1981.

In Handicap racing, Kelly Moran not only transferred for the first time this season, but won the main, and will try life off the 50 next week. It was Moran's first Handicap win since 1977.

In the main Moran outgated his two rivals off the 40, leaving only young Rocky Robinson who started 40 yards ahead. On the third lap Robinson wilted, Moran blew by and won easily. Brad Oxley, who moved into the third spot in track points, was second.

In the Scratch main, Oxley (who beat Faria in a heat race) got the gate, but Faria caught him in turn two and bulled his way underneath, pushing Oxley into the lead. Faria passed him around turn four. A lap later as Moran was about to make *his* move, his bike lost power for the third straight week, leaving Faria no problems.

John Mazzacane, a reserve getting a ride on a no-show, led the Second Division main from start to finish, proving that it's worthwhile to show up as a reserve. Behind him, Walt Farnum who usually wins or crashes around turn four, changed his m.o. and crashed around turn one. Donny Faulkner, who was trailing, clipped Farnum's bike going by, and fell and broke his collarbone.

Tired of seeing their sad little faces when told they couldn't get on the program, Ventura Raceway has added a *third* Third Division heat when two were probably more than enough. Second Division didn't suffer because of it — they still have three heats — but now 18 new guys get the chance to go fast or fall over. This time, most of them went fast. Rich Sweaney was fastest, winning his heat then passing Donny McCusker on the final lap to take the main for the second straight week.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Brad Oxley; 3. Andy Northrup; 4. Kelly Moran.

HANDICAP MAIN: 1. Kelly Moran; 2. Brad Oxley; 3. Ed Castro; 4. Mike Faria; 5. Rocky Robinson; 6. Buddy Robinson.

SECOND DIV: 1. John Mazzacane; 2. Doug Benjamin; 3. Dennis Hall; 4. Donny Butler; 5. Donny Faulkner; 6. Walt Farnum.

THIRD DIV: 1. Rich Sweaney; 2. Donny McCusker; 3. Wayne Selman; 4. Bill Conway; 5. Paul Lane; 6. Jim Peery.

MATCH RAC: Brad Oxley def. Kelly Moran.

Faria, Northrup enjoy Tuesday night

By Bill Locey

VENTURA, CA, APR. 10

"Flyin' Mike" Faria, points leader virtually everywhere the last two seasons, returned to familiar ground — the winner's circle — as he took the Scratch Main at the Commotion by the Ocean.

Andy Northrup won the Handicap main.

A dead bike caused Denny Scopellite to scratch, giving a D-1 ride to Mark Dwyer, who took full advantage of the situation as he won his heat. Faria showed why handicap racing is the best as he passed five victims to win off the 50-yard-line.

Northrup, who barely held off Brad Oxley for third in his heat, barely beat Faria for second behind Ed Castro in a Semi. Larsen won the other semi. After Pat Hawley fell over in the main, it was a cruise for Northrup, even though Castro cut the winning advantage to four lengths on the last lap.

In scratch racing, Faria, Kelly Moran, Buddy Robinson and Jim Lawson were hot. In a semi which turned out to be the best race in a long time, Moran waited until Faria was safely bottled up behind Oxley on the inside before blasting by both of them on the outside. After Faria got nowhere on the inside, he went around Oxley on the outside on the last lap.

In the main, Faria passed Moran in turn two and was never threatened, partly because Moran's bike died on the second bend. Jim Lawson was second, followed by the newest Riverside rider, Robinson. In what's shaping up as the battle of the year, it's 1-1 with a win each for Faria and Moran.

In a fast lap time show at halftime, Larsen earned $50 with a winning time of 12.831 around the 1/5-mile oval. Shawn Moran set the record last year with a rapid 12.35 seconds.

Second Division, which has more guys with D-1 dreams than ever, began in a normal enough manner. Local "Wonderous Walt" Farnum nailed John Mazzacane on the last lap to take his heat from back on the 30. Chris Mistretta edged by Rocky Robinson in the last turn to earn a transfer behind winner Donny Butler. Former flat tracker Danny Perkins made everyone else look slow as he won from the 20.

Any similarity to real speedway racing ended in the main; it was more like demolition derby. Everything was fine for two laps until Mazzacane flipped around turn two and Mistretta slid out, avoiding unsightly tire marks on the fallen rider. Neither made it back for the restart.

With only four riders left, Butler was easily winning until he went down in the scariest looking crash ever. Just around turn two, Butler was suddenly launched airborne off his bike and cartwheeled at least 40 feet along the top of the cement wall, eventually ending up behind the wall and off the track. Amazingly enough, Butler was up and walking away after less than a minute, seemingly more embarrassed than hurt. Since three laps were down, the race was declared an "over", with Dennis Hall the winning survivor.

Third Division looked like at least Sixth or Seventh Division, as seven riders fell over during the three tries it took to get this one into the books. Everyone crashed at least once, except for rookie Jeff Jones who led each time. Jones and Oxnard golf hero Joe Bishop were the only finishers. ●

Results

SCRATCH MAIN: 1. Mike Faria; 2. Jim Lawson; 3. Buddy Robinson; 4. Kelly Moran.

HANDICAP MAIN: 1. Andy Northrup; 2. Ed Castro; 3. Dennis Bransford; 4. Mike Faria; 5. Keith Larsen; 6. Pat Hawley.

SEC DIV: 1. Dennis Hall; 2. Danny Perkins; 3. Donny Butler; 4. Walt Farnum; 5. Chris Mistretta; 6. John Mazzacane.

THIRD DIV: 1. Jeff Jones; 2. Joe Bishop; 3. Ken Bidney; 4. Oscar Salinas; 5. Jim Peery; 6. Doug Greyson.

MATCH RACE: 1. Moran def. Faria.

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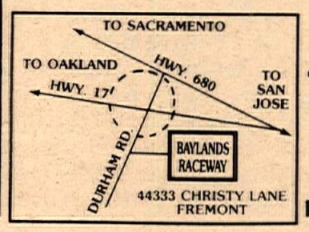

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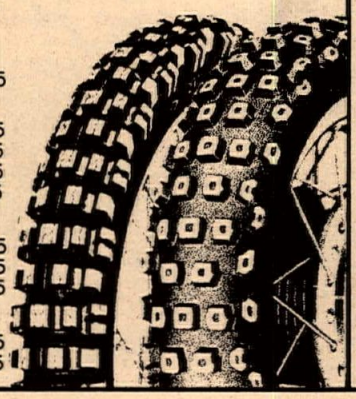

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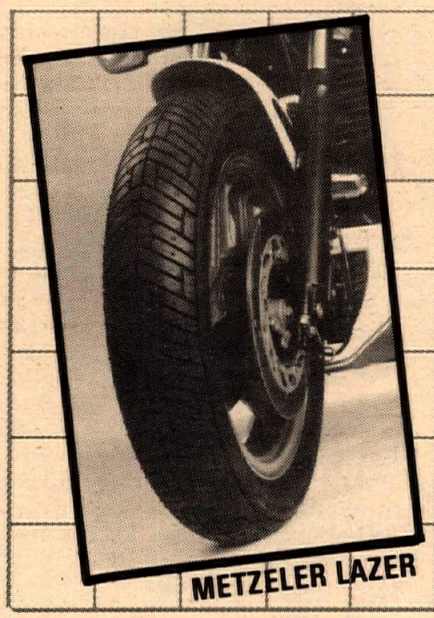

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Bubba Shobert took his RS750 Honda to two wins at the Ascot half mile. He topped both the Expert main and the Trophy Dash.

Shobert shows 'em how at Ascot HM

By Maureen Lee

GARDENA, CA, APR. 20

Noting the recent achievements of teammates Doug Chandler and Ricky Graham, Honda's Bubba Shobert said in a soft drawl before the start of this AMA Pro half mile at Ascot Park, "Well, they've each won one now. I guess they're waiting for me." They didn't wait long as Shobert dominated the 15-lap Expert main event.

Shobert also proved successful in the Trophy Dash. The top qualifier at 22.22 seconds, Shobert met Chandler, Pete Hames and Bob Land in the four-lapper.

Hames shot into the lead followed by Shobert, Land and Chandler. Shobert took the lead by going low but Hames grabbed it back almost at once and the fight was on. On the last lap they approached turn four, both riding full out. Hames was on the inside line, and Shobert on the outside, rear end hung out almost in the marbles. Shobert held the throttle full on and got to the checkered flag first. Not many Experts have had the ability or nerves to leave it on riding the outside line in Ascot's turn four! Land finished third and Chandler fourth.

Chris Cannon and his new Tim Doherty-built Harley were given a brief chance at fixing teething problems during the first Expert heat when Paul Iwanaga fell off by himself and the red light came on just as Cannon's mount started popping and stuttering. Shobert had been leading it over Land and Mike Garrison. After some frantic work from the Cannon crew away they went again, finishing Shobert, Garrison, Larry Earhart, Pennsylvanian Steve Burkholder and Cannon.

The second Expert heat featured another restart after Eddie San Roman got left on the line, it was Pete Hames in front of Delaware's Eric Rausch, New York's Frank Brown, Chandler and Bub Carroll. Next lap the "Ascot mystique" caught up with Eric Rausch in the south turn. He parted company with his Harley which literally broke into three bits hitting the wall, while Rausch was lucky enough to slide until a haybale stopped him. The youngster was inconsolable when he saw his literally shattered motorcycle and all present understood — long way home to Delaware.

On the restart Hames again took the lead and that was all she wrote. It finished Hames, Chandler, Brown and Carroll.

Land was in to turn one first in the Expert semi but in a blink Brown was leading Land, Cannon and Bud Carroll. Cannon was doing the best he had in a long time on his new equipment when the carburetor decided it just didn't want to work any longer and quit; right on the white-flag lap.

Shobert admitted that they made some changes on the bike after the heats and how much they had helped in the Dash. Off he went into the lead of the main, followed by Garrison, Brown, Hames and Chandler. By lap two Chandler was fourth with Hames sixth. On the third lap Shobert went a little too high and the eager Garrison took full advantage to blast through the space. Two laps later Bubba took the lead back, leaving Garrison and Chandler to dice. Try as he might, including sliding up to the haybales and losing time, Chandler couldn't get Garrison. Track conditions were an important part of the evening's story. The wind blew constantly and if time had not been taken prior to the main to fully water and grade they'd have never made it. As it was, the longer the main went on, the more the surface was going away underneath them.

By the time the white flag was shown though, Chandler, in a great ride had made up his lost time. The Honda rider was by Garrison to nail down second behind his teammate, and as the checkered flag came out Hames had fourth. Land took fifth; then came San Roman, Brown and Bud Carroll.

Chris Carr blew away the first Junior heat, although he was chased hard by the other direct transfer, Randy Bird, and Mearl Barnett. Due to track condition several riders came off the line with the front wheel aloft. Roger Thompson did it on the way to winning the second Junior heat, with Mike Arthur and Don Roberts behind.

The semi really got busy. The first few laps found Barnett, Roberts, Joel Green and Don McDonnell holding positions. Then a few laps into the race there was much shuffling of spots and skating around down the back chute, and the finish was McDonnell, Roberts, Barnett and Green.

Rolling up for the Junior main, Carr had an unbroken string of wins of complete races behind him and away he went again on his Wood-Rotax. Again, the drying track had lots to do with it and the front group finished in the first pattern they shook into: Carr, Thompson, Arthur and McDonnell. Carr said after the race, "I got off a bit slow but I just kept going. Ron Wood has been helping me and he really does a lot." Carr is now the leading Junior in the nation.

The Novice races really are more controlled now, they all may ride 500cc singles this season. In their main they actually got the track in its best condition right after maintenance and Aaron Hall led start to finish followed by Winkie Frektas and Adam Sabedra. Each of them had also won their qualifying heats.

Results

TROPHY DASH: 1. Bubba Shobert (Hon); 2. Pete Hames (H-D); 3. Robert Land (H-D); 4. Doug Chandler (Hon).
TIME: 1:10.48

NOV: 1. Aaron Hill (Yam); 2. Winkie Freitas (W-R); 3. Adam Sabedra (Hon); 4. Tony Holdsclaw (W-R); 5. Russell Gaita (Yam); 6. James Harrell (Hon); 7. Shawn Black (Hon); 8. Mark Day (Yam); 9. Darin Balderston (Hon); 10. James Kesler (Yam).
TIME: 3:09.00

JR: 1. Chris Carr (W-R); 2. Roger Thompson (H-D); 3. Mike Arthur (W-R); 4. Dan McDonnell; 5. Randy Bird (Yam); 6. Joel Green (Yam); 7. Mearl Barnett (Hon); 8. Don Roberts (H-D); 9. Greg Nelson (Yam); 10. John Lundgren (W-R).
TIME: 3:52.94

EX: 1. Bubba Shobert (Hon); 2. Doug Chandler (Hon); 3. Mike Garrison (H-D); 4. Pete Hames (H-D); 5. Bob Land (H-D); 6. Eddie San Roman (H-D); 7. Fran Brown (H-D); 8. Charles Carroll (H-D); 9. Steve Burkholder (H-D); 10. Larry Earhart (H-D).
TIME: 15.52.3

Arnet tops 250cc Pros at Saddleback Spring Classic

By Terry Whytal

ORANGE, CA, APR. 14

The three-race Saddleback Spring Classic began on a high note for Honda rider Ed Arnet as he bested a tough field of 250cc Pro riders.

Arnet's strongest challenge came from eventual second-place finisher Kawasaki pilot Lee Ramage. Ramage chased Arnet to the checkers in both motos with Honda-mounted Dean Walsh rounding out the top three places.

Suzuki rider Mike Kell topped the 125cc Pro race as Michael Preston pushed his Kawasaki to the number-two finishing spot despite just recovering from an injury related lay-off of several months. Suzuki-mounted Charlie Osterday finished in the number three-slot.

In exciting Amateur action, the chase for $5000 in prizes for the series, Yamaha rider Tracy Hrach earned top honors in the 250cc Novice race as Todd Duncan pushed his Honda to the runner-up position and Yamaha pilot Andy Barth picked up third.

Tony Spear wicked his Suzuki to the 250cc Intermediate victory with a hard won 1-2 moto score over second-place finisher Mike Watson riding a Honda. Yamaha-mounted Kevin Fringer finished third.

Results

250 PRO: 1. Ed Arnet (Hon); 2. Lee Ramage (Kaw); 3. Dean Welsh (Hon).
OPEN PRO: 1. Mickey Dymond (Hus).
125 PRO: 1. Mike Kell (Suz); 2. Michael Preston (Kaw); 3. Charlie Osterday (Suz).
OPEN INT: 1. Roger McCabe (Hon); 2. Scot Wiseman (Yam); 3. Fulton Tidwell (Hon).
250 INT: 1. Tony Spear (Suz); 2. Mike Watson (Hon); 3. Kevin Fringer (Yam).
125 INT: 1. Shaw Richard (Yam); 2. Brad Lennan (Yam); 3. W. Schaefer (Hon).
VET EX: 1. Jon Miller (Mai); 2. Marino Bastionell (Suz); 3. Jody Weisel (Yam).
VET INT: 1. Tim Kennedy (Yam); 2. Ed Duncan (Hon); 3. Steve Ballemr (Kaw).
VET NOV: 1. Ken Feulner (Mai); 2. Robert Dykmans (Suz); 3. Bill Dale (Yam).
OPEN NOV: 1. Greg Keim (Hon); 2. David Taxel (Yam); 3. Scot Paul (Hon).
250 NOV: 1. Tracy Hrach (Yam); 2. Todd Duncan (Hon); 3. Andy Barth (Yam).
125 NOV: 1. Ulf Johansson (Hon); 2. David Bedford (KTM); 3. Steve Hlem (Suz).
250 BEG: 1. Don Utteral (Hon); 2. David Oblenes (Hon); 3. Wayne Schriver (Hon).

Dual wins for Turner at Ascot opener

By Tom Corley

GARDENA, CA, APR. 11

Tonight's opening event marked the 15th season of Continental Motosport Club motocross at Ascot Park. Cagiva's Ron Turner, current holder of the all time record for Pro wins in CMC, made an addition to that record as he proceeded to win both the 125cc and 250cc Pro classes. Russ Wageman also experienced the feeling of victory as he swept both rounds for the 500cc Pro award.

Rick "Rooster" Atkins took the important holeshot to start off the 125cc Pro event, while The Italian warrior Turner was holding down second place with Richard Fleming

in third and Ross Maeda in fourth. Fleming, the newcomer to the class, soon faded back and allowed Maeda to control third. While hauling over the triple jumps, Turner clinched the lead and placed Atkins back in second, then "Radical Ron" increased his lead for the win. Atkins took second aboard his stock 1982 Suzuki, while Maeda landed third ahead of Kenny Clifton and Chris Heinrich.

Turner eliminated the trouble of passing others as he took the holeshot in the final round. As Atkins was the runner-up in this case, while Heinrich trailed in third. Craig Cable took his Pacific Coast Honda to an improved fourth-place finish while Fleming was fifth. Two first-place wins earned Turner the top money.

Turner destroyed the hopes of the competition in the 250 Pro class. Chris Swank took an excellent start and held the lead in the first moto over Russ Wageman and then Turner. As these three reached the corner following the crash wall, their positions altered greatly. Turner swooped around both Wageman and Swank to swipe the lead, while Wageman worked past Swank to take second place. Mid-Cities Honda ace Rob Trone was fourth with Cycle Service's Pete Murray taking fifth.

Turner had to play "catch-up" in the final moto and just barely managed the win, as Wageman proved to be the fastest at the start: Swank was in second, Mike Shoemaker in third while Turner followed. Amazingly, Turner succeeded to pass all but the leader Wageman. However, as the checkered flag came out, Turner swooped past Wageman stealing the win. It was Wageman, Shoemaker, Swank and Trone after Turner. ●

Results

80 NOV: 1. Jeff Fleming (Yam); 2. Russell Somers (Kaw); 3. Charlie Brown (Kaw); 4. Curtis Gaun (Hon); 5. Chris Gibb (Suz).

80 JR: 1. Shiloh Tate (Kaw); 2. Kevin Bussey (Yam); 3. Brock Suter (Yam); 4. Jon Berg (Suz); 5. Brandon Sperling (Yam).

80 INT: 1. David Wodaszewski (Kaw); 2. Rod Kaiser (Kaw); 3. Bill Auberlin (Yam); 4. Tony Fuller (Yam).

80 EX: 1. Thayne Zito (Kaw).

125 NOV #1: 1. Gene Saraceno (Yam); 2. Jeff Orosco (Kaw); 3. Howard Mannes (Hon); 4. Mark Burns (Yam); 5. Jim Connor (Hon).

125 NOV #2: 1. Scott Mendenhall (Hon); 2. Dennis Burns (Yam); 3. Scott Steffy (Kaw); 4. Larry Kuebler (Hon); 5. Rodney Griffin (Yam).

125 JR: 1. Dave Graff (Hon); 2. Bill Carson (Hon); 3. Brian Werle (Kaw); 4. Patrick Ryan (Hon); 5. Murray Shackleford (Hon).

125 INT: 1. Mike Fedorow (Kaw); 2. Mike McCleneghan (Suz); 3. Mike Hughes (Suz); 4. Trey McFarland (Yam); 5. Jeff Pittman (Yam).

125 PRO: 1. Ron Turner (Cag); 2. Rick Atkins (Suz); 3. Chris Heinrich (Hon); 4. Ross Maeda (Suz); 5. Craig Cable (Hon).

250 NOV: 1. Marc Peters (Hon); 2. David Bagwell (Hon); 3. Robert Johnson (Hon); 4. James Williams (Suz); 5. Steve Wallace (Mai).

250 JR #1: 1. Jerry Lemmon (Hon); 2. Corey Gash (Yam); 3. Loren Pochirowski (Hon); 4. Tom Cosley (Suz); 5. Dave Alexander (Hon).

250 JR #2: 1. Duke Rennie (Hon); 2. Jeff Montgomery (Hon); 3. Karl Kramer (Hon); 4. Anthony Garnica (Hon); 5. Marv Adams (Hon).

250 INT: 1. Mark Kariya (Yam); 2. Juan Posca (Yam); 3. Don Calhoun (Hon); 4. Tom Watanabe (Hon); 5. Karl Holmberg (Hon).

250 PRO: 1. Ron Turner (Cag); 2. Russ Wageman (Yam); 3. Chris Swank (Suz); 4. Mike Shoemaker (Yam); 5. Rob Trone (Hon).

500 NOV: 1. Randy Rhinehart (Yam); 2. Robert Johnson (Hon); 3. Bob Wagner (Suz); 4. Steven Fisher (Hon); 5. Michael Cobb (Yam).

550 JR: 1. Brett Gailey (Hon); 2. Karel Kramer (Yam); 3. Don Pastell (Hon); 4. Mark Kiel (Hon); 5. Mark Storr (Hon).

500 INT: 1. Michael Overby (Hon); 2. Yandell Bishop (Hon); 3. Kenneth Garnica (Hon); 4. Andrew Gillock (Mai).

500 PRO: 1. Russ Wageman (Yam); 2. Chris Swank (Suz); 3. Craig Cable (Hon); 4. Dave Foltz (Hon); 5. Dave Hamada (Hon).

VET SPORTSMAN: 1. Terry Pratt (Yam); 2. Charles Morey (KTM); 3. Gabor Kopeczibocz (Hon); 4. Steve Henderson (Hon); 5. Steve Brooks (Suz).

VET MASTER: 1. John Bush (Hon); 2. Carl Gazafy (Hon); 3. Mike Casey (Hon); 4. Paul Mahnke (Hon).

OT SPORTSMAN: 1. Mike McMillen (Hon); 2. Howard Davis (Suz); 3. Bob Sullivan (Hon); 4. Bob Vest (Suz); 5. Paul Burton (Suz).

OT MASTER: 1. Ron Way (Hon).

Corey Gash styled to the 250cc Junior division two second moto win at Wednesday night Ascot MX. Jim Benjamin captured the overall.

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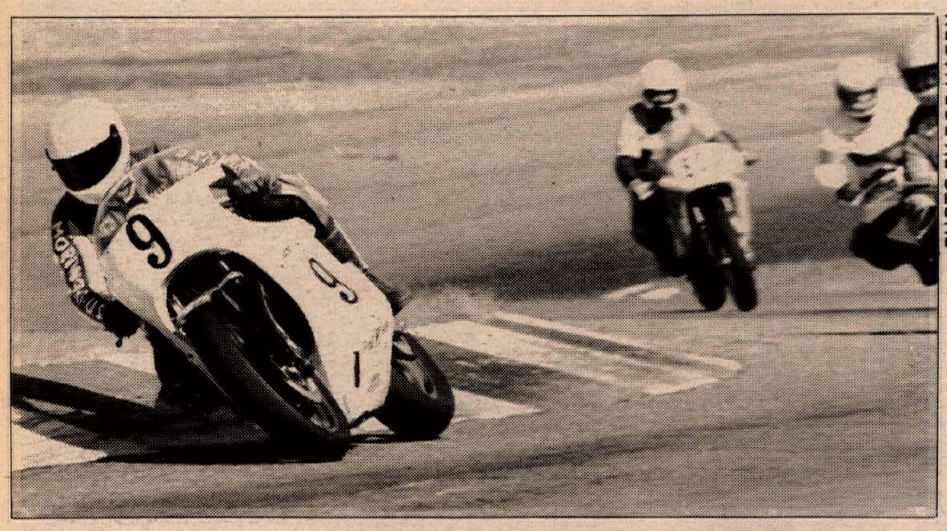

PHOTO BY ROB HARDY

Walter Nitto, in his usual form on the Moriwaki GPz550. Nitto nailed down wins in the 600cc Superstreet and Modified Production classes at Sears Point, and placed in two other classes as well.

Chung storms Sears Point

By Roger Smith

SONOMA, CA, APR. 22

Dwayne Chung took the tightly contested Formula Three win over Kurt Bickel at the AFM North's Easter Sunday meet in a race ladened with national caliber racers and TZ250s warming up for the May Pro-Am at Sears Point.

The pre-race favorite, Bob Lugliani, had crashed his Rotax-powered Armstrong in practice and was watching from the pits as Chung and Alan Scott charged side-by-side into turn one. Kurt Bickel, in his first 250cc outing since Daytona, was last off the grid. By lap two, Chung was running away from the pack. Scott was in second, but was very busy trying to stay in front of hard-charging Brian Tilseth and Bickel, who had found his way toward the front of the pack At the halfway point, Bickel was at Chung's side, but couldn't find a way past him. Several seconds back, Tilseth and Scott were alternating in third place.

The action continued with Bickel never far behind Chung, but unable to get past him. After a last lap pass, Tilseth seemed to have third nailed down until he slid off the track in turn 10 trying to extend his lead over Scott.

The 600cc Superstreet class, with a record 58 entries, provided its usual high level of excitement. This year's class leader, Walter Nitto, won the holeshot on his Champion/Moriwaki Kawasaki, but Frank Mazur, on a Kurt Jordan-prepared Honda was right behind him. Mazur took the lead with a pass in turn two. Alan Yarrow on his Yamaha thumper passed them both at the end of the long hill leading to turn seven, and set the order for the first lap.

Lap two provided an exciting chase; Kurt Sager, pressured by Mark Ruffner, charged through the field and caught the leaders. As they came down out of the hills, Nitto was in first. Yarrow, Sager and Ruffner were side-by-side through turn nine and the backstraight, fighting for second place. Mazur fell off the pace with tire problems. Nitto held a clear lead until he caught up with the back of the pack. Sager then used the traffic to elude Yarrow and Ruffner. After a series of brilliant passes, Sager was threatening Nitto, but couldn't pass. He would close rapidly in the twisty sections, but superior horsepower kept Nitto in the lead. Ruffner won his duel with Yarrow to take third.

Results

FORM I: 1. Denny Doherty (Kaw); 2. Don Greene (Yam); 3. Wade Boyd (Kaw).
FORM II: 1. Bernd Koegler (Hon); 2. Doug Filangeri (Kaw); 3. Walter Nitto (Kaw).
FORM III: 1. Dwayne Chung (Yam); 2. Kurt Bickel (Yam); 3. Allan Scott (Yam).
FORM IV: 1. John Glover (Yam); 2. Terry Yarger (Yam).
FORM IV-A: 1. Michael Johnson (Hon); 2. David Scott (Hon); 3. James Enos (Hon).
FORM S: 1. Kurt Sager (Yam); 2. Michael Kane (Suz); 3. Allan Yarrow (Yam).
FORM T (0-750): 1. Paul Gallivan (Tri); 2. Eric Swortsfigure (Nor); 3. Joe Jakvbowski (Suz).
0-250 MOD PROD: 1. Mike Fenner (C-A); 2. A.J. Parks (C-A); 3. Ken Callahan (C-A).
OPEN STK PROD: 1. Kevin Dolan (Kaw); 2. Paul La Fontaine (Suz); 3. Charles Below (Kaw).
601-750 STK PROD: 1. Scott Ray (Suz); 2. Mark Smith (Suz); 3. Brian Hewett (Hon).
451-600 STK PROD: 1. Edward Ragle (Kaw); 2. Walter Nitto (Kaw); 3. Ray Straka (Yam).
0-450 STK PROD: 1. Joe Jakvbowski (Suz); 2. John Kirk (Hon); 3. Kirk Wittorff (Yam).
OVER 40: 1. Ray Straka (Yam); 2. Elmer 'Bud' Riddle (Yam); 3. Jack Fonss (Kaw).
VINTAGE: 1. Dave Troetschler (Duc); 2. Fredrick Mork (Duc); 3. Bradley Green (Duc).
FORM T (Open): 1. Elmer 'Bud' Riddle (Yam); 2. David Troetschler (Duc); 3. Rick Weber (BMW).
OPEN SUPERSTREET: 1. Denny Doherty (Kaw); 2. Wade Edwards (Suz); 3. Allen Satterlee (Hon).
601-750 SUPERSTREET: 1. Don Greene (Yam); 2. Doug Filangeri (Kaw); 3. Don Biava (Kaw).
230-600 SUPERSTREET: 1. Walter Nitto (Kaw); 2. Kurt Sager (Yam); 3. Mark Ruffner (Yam).
OPEN MOD PROD: 1. Kevin Dolan (Kaw); 2. David Wright (Kaw); 3. Paul Lafontaine (Suz).
601-750 MOD PROD: 1. Lee Fleming (Hon); 2. Kenneth Evan (Suz); 3. David Kully (Hon).
451-600 MOD PROD: 1. Walter Nitto (Kaw); 2. Matt Riolo (Suz); 3. Ed Ragle (Kaw).
251-450 MOD PROD: 1. Steve Hipp (Yam); 2. Duane Yarrow (Yam); 3. Peter Carroll (Suz).

Franklin fast at Can-Am Series opener

By Bruce Scholten

PORTLAND, OR, APR. 22

Dale Franklin scored four big wins today at the Oregon Motorcycle Road Racing Association meet at Portland International Raceway. This was the first round of the OMRRA Can-Am series and Franklin went home with the Formula One and Two wins in both the point classes and the money races. Franklin used a TZ250 as his weapon in both divisions.

When the 600cc Cafe class entered the course for their event, there was a total of 54 bikes ready to race. The class ran in conjunction with the 600cc Modified Production class, and it gave the scorekeepers headaches all day. Leading the whole group was Lee Cochran. His Gregg's Greenlake/NESRA Yamaha thrilled the thumper freaks on hand, with lap times that were competitive with the best. Cochran motored to the win for the day. Fighting tooth-and-nail behind him were Steve Dick, Robert Holden, and Joe Davis. At the checkered flag, they held those positions for second through fourth places. Bruce Behal looked like a cinch for fifth place, but a turn nine get off on the white flag lap moved Jeffrey Doan into that spot.

The 600cc Cafe class win went to Michael Johnson, on a 500 Interceptor, who took home a trick desk pen set for his efforts. Kirk Correll got second place on a Totem Lake Interceptor, ahead of Jeffrey Doan's Yamaha, who was racing two classes at once.

Results

FORM ONE: 1. Dale Franklin (Yam); 2. Steve Dick (Hon); 3. Robert Holden (Suz).
FORM TWO: 1. Mike Sullivan (Yam); 2. Alan Inglis (Yam); 3. Stephen Wyatt (Yam).
FORM THREE: 1. Warren Burton (Ric); 2. Todd Dressel (Hon); 3. Cliff Baker (HY4).
SUPERBIKE: 1. Sean Phillips (Suz); 2. Randy Skiver (Hon); 3. Pat Marinacci (Hon).
OPEN CAFE: 1. Keith Pinkstaff (Suz); 2. Quentin Hogan (Kaw); 3. Roland Stuart-Smith (Kaw).
OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Randy Skiver (Hon); 3. Pierce Buck (Hon).
860 CAFE: 1. Randy Skiver (Hon); 2. Ken Stobbart (Suz); 3. Sean Phillips (Suz).
750 TWIN: 1. Dick Winningstad (Cag); 2. Shawn Smoak (Yam); 3. Don Horn (Duc).
750 MOD PROD: 1. Randy Skiver (Hon); 2. Brian Satu (Suz); 3. Tim Olsen (Kaw).
750 PROD: 1. Robert Holden (Suz); 2. Steve Dick (Hon); 3. Ken Stobbart (Suz).
600 CAFE: 1. Michael Johnson (Hon); 2. Kirk Correll (Hon); 3. Jeffrey Doan (Kaw).
600 MOD PROD: 1. Lee Cochran (Yam); 2. Steve Dick (Hon); 3. Robert Holden (Suz).
450 PROD: 1. John Schwarze (Yam); 2. Michael Given (Yam); 3. Ron Leavitt (Yam).
SIDECAR: 1. Bruce Lind/Jack Hart (Yam); 2. Phil Roney (Rou); 3. Andy Smith (S&Z).
OPEN TWIN: 1. Troy McBride.
OPEN SINGLE GP: 1. Eldon Warren (Yam); 2. Howard Pinkstaff (Yam); 3. Tony Howard (Suz).
MONEY CLASSES
FORM ONE: 1. Dale Franklin (Yam); 2. Quentin Hogan (Kaw); 3. Paul Peiroli (Yam).
FORM TWO: 1. Dale Franklin (Yam); 2. Scott Moon (Yam); 3. Mike Sullivan (Yam).

Campbell, Word wild at Oregon ST

By Clay and Suanne Light

CORVALLIS, OR, APR. 21

It was a battle of the big guns in Corvallis at the Oregon State Indoor short track Championship. National Number 70 Jeff Campbell took a thrilling 250cc A main event, but was forced into the runner-up position behind rival National Number 85 Frank Word III, winner of the evening's 250cc Pro feature race. AMA Junior Ryan Fisher put in one of his best rides of the indoor season to totally route the Open Pro main on this last race of the season.

Campbell has made only one appearance in each of the last two seasons, coming up for the championship races to show flashes of brilliance, as in the case tonight. Campbell launched his Hi-Point/Harry Lillie/Pro-Tech Yamaha into the lead at the snap of the rubber band to lead the 250cc A main for 10 laps of stirring action. Fellow Grants Pass rider Bob Klum (Hon) and AMA Expert Barry Pelkey (Yam) followed suit by ramming forward from the rear in the eight-rider final. Campbell had a lonely lead while all the action was occuring behind him. The Pekley/Klum battle finally saw Pelkey pounding his way into second, but time was on Campbell's side, as he took the win for the second year in a row over Pelkey, Klum and Ron Adams.

AMA Junior Steve Kendig has been consistent all season on the Open machines and landed the Open A main event win on a sano 500cc Honda. Kendig put the tops on Scott Nelson (C-A), Klum (Hon), and Gary Wolske (Bul). The field for the main barely remained at the finish, as rider after rider went out with problems. Kendig blitzed the remaining contestants to take the win. Klum grabbed second over Rex Fisher and Mike McQuaw (Hon).

There's nothing that stirs up the crowd as much as the 250cc Pros staging for a 20-lap final. The heat races were massive chaos, pitting as many as four National numbers in a heat race that transfered the top two. The rest of the riders for the final came from two semis. National number 34 Thomas McCullough (Lou Kinish Yamaha) earned the final transfer, and the stage was set for the best main event of the season. Pelkey (Yam) put his Yamaha Sports Center YZ into the lead and jammed into turn one while Word (Adams Cycle Supply/-Simpson Yamaha), Campbell, AMA Junior Robert Horban (Suz) and Rookie Expert Jeffrey Harsha (Yam); held down the top positions. The order stayed the same until McCullough overtook Harsha and Horban to move into fourth and join the leading freighttrain. Pelkey hasn't ridden competitively for two years, but still knows how to gas it, and left Word and Campbell to try a variety of odd lines in hopes of taking the lead away. Pelkey's luck wasn't to hold, as he tangled with lappers, which was a problem all night. Pelkey took a nose dive, which let Word and Campbell move into the lead positions at the flag, with McCullough third for a national-caliber rider sweep.

Garner Yamaha/Simpson-sponsored Ryan Fisher flew into the lead at the start of the Open Pro main and never looked back. Chuck Glender, last year's winner, rode in second until a pile-up nixed action. The restart had Horban (Suz) and Harsha (Yam) attempting to steal the show, but Fisher moved inside to take it away. He took it all the way to home plate for his biggest win of the indoor season over Horban, Nelson, Klum and Glender. Harsha looked to be a challenger but lost his chain and was out for the night, finishing a disappointing seventh behind Ingel.

Results

250 PRO FEATURE: 1. Frank Word III (Yam); 2. Jeff Campbell (Yam); 3. Thomas McCullough (Yam); 4. Jeffrey Harsha (Yam); 5. Barry Pelkey (Yam).
250 A: 1. Jeff Campbell (Yam); 2. Barry Pelkey (Yam); 3. Bob Klum (Hon).
OPEN PRO: 1. Ryan Fisher (Yam); 2. Robert Horban (Suz); 3. Scott Nelson (C-A); 4. Bob Klum (Hon); 5. Chuck Glender (Hon).
OPEN A: 1. Steve Kendig (Hon); 2. Bob Klum (Hon); 3. Rex Fisher (Yam).
250 B: 1. Danny Bell (Hon); 2. Ryan Fisher (Yam); 3. Pat Munyon (Yam).
125 A: 1. Brian Riley (Hon); 2. Dan Ellson (Hon); 3. Don Casper (Hon).
80 A: 1. Tricia Lyons (Kaw); 2. Travis Hultberg (Kaw); 3. D.J. Goodell (Hon).
60 A: 1. Ryan Anderson (Hon); 2. Travis Hultberg (Hon).

Carr captures Lodi Pro-Am double

By W.H. Spencer

LODI, CA, APR. 16

Chris Carr had a weekend that most Junior Pros only dream of. After running off with the Junior portion of last night's Camel Pro Series Sacramento mile, he copped both Pro classes at the first running of the Lodi MC's Pro-Am short track.

The early portions of the program were devoted to the amateur part, and many of the pro entries didn't arrive until nearly noon, due to last night's festivities. There was not a large turnout, but Alex Jorgensen rode the 500cc class, and more than one Expert

Pro was on hand. Randy Goss, who autographed in excess of 500 Harley posters, was very well received by the good sized crowd.

Eric Green got out in front of the 250cc Juniors for a good win while brothers Bryan and Bobby McDowell worked through the pack for second and third. Ken Netto topped the 250cc Expert class in relative ease over Hal Hook with Vance "Elvira" Felicio catching up for third on the Jim Chisum Kawasaki.

After a lunch break the Pro action got underway. Carr and his Jorgy's Can-Am were boss here in the 250cc class, with a very good effort from Aaron Hill, aboad the ND-sparked Honda, who trailed by inches at the end of 15 laps. Mike Macedo took third on the Macedo Construction-sponsored Yamaha for a Novice 2-3.

It took a number of starts for the 500cc show to go, but it was once again Carr doing an excellent job on his ND/Shoei/Hi-Point/Kal-Gard-sponsored Wood-Rotax. Mark Key led Carr in an earlier heat until he was moved over, and he did just the same in the final while exiting the first turn. the move let Joe Knight take second to hold close for the first half of the race, but drop off the pace toward the end. Alex Jorgensen, like the previous evening , had to win the semi to make the main. He worked the big boomer into third at the end, with Hill once again the top Novice over Adam Sabedra.

Results

PEE WEE: 1. Chad Smith (Hon); 2. Nathan Watt (Suz); 3. Nicole Peters (Hon).

60 NOV: 1. Ronnie Knight (Yam).

80 NOV: 1. Todd Damron (Yam); 2. Matt Wait (Suz).

125 NOV: 1. Dan Feldhaus (Yam); 2. Billy McCleary (Suz).

250 NOV: 1. Dion Clardy (Hon); 2. Jamie Aguilar (Hon); 3. Rich Simpson (Hon).

250 JR: 1. Eric Green (Yam); 2. Bryan McDowell (C-A); 3. Bobby McDowell (C-A).

250 EX: 1. Ken Netto (Yam); 2. Hal Hook (C-A); 3. Vance Felicio (Kaw).

500 NOV: 1. Troy Winkler (Hon); 2. Billy Gonzales (Yam).

500 JR: 1. Bryan McDowell (Yam); 2. James Donnell (Hon).

500 EX: 1. Roy Fisher (Yam); 2. Donnie Stommel (Hon); 3. Terry Graham (Yam).

250: 1. Chris Carr (C-A); 2. Aaron Hill (Hon); 3. Mike Macedo (Yam).

500 PRO: 1. Chris Carr (W-R); 2. Joe Knight (Rot); 3. Alex Jorgensen (C-A).

Skiver scores at Seattle RR

By Bruce Scholten

SEATTLE, WA, APR. 15

Randy Skiver, with his new sponsors Totem Lake Honda/-Kawasaki and KISW (Seattle's biggest rock station), is serious about winning the AMA D-27 road racing number one plate this year. For this season opener, Skiver was mounted on a Honda Interceptor 750, which he ran in two classes in order to collect more points toward the coveted plate. "It was hard to get more than 100 mph out of it during the 30 mph headwind we had during practice, but I love the handling," said Skiver. He went on to capture wins in both the 750 Production and 750 Modified Production classes.

The GS1200 "Monsterbike" that was formerly campaigned by Skiver and John Doyle made its appearance under a new title and with a new rider. Joe Davis entered "White Lightning" in the Open Modified Production class, but experienced handling problems that wouldn't allow him to finish. After a wheel change, Davis was back on form, as he handily won the Formula One event.

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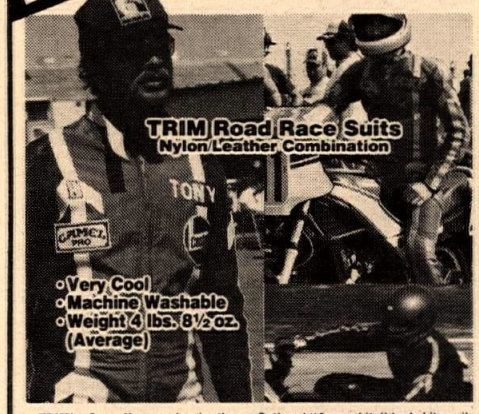

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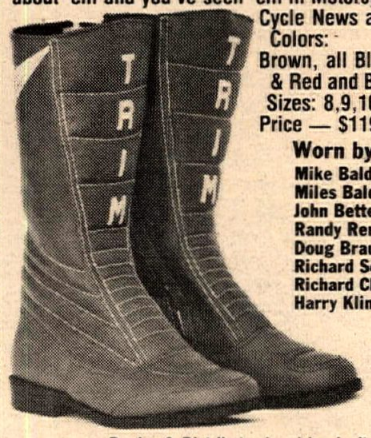

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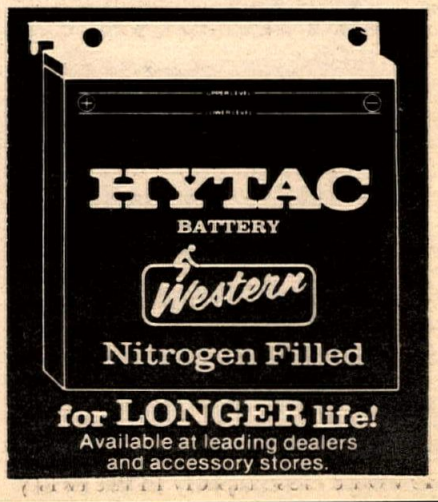

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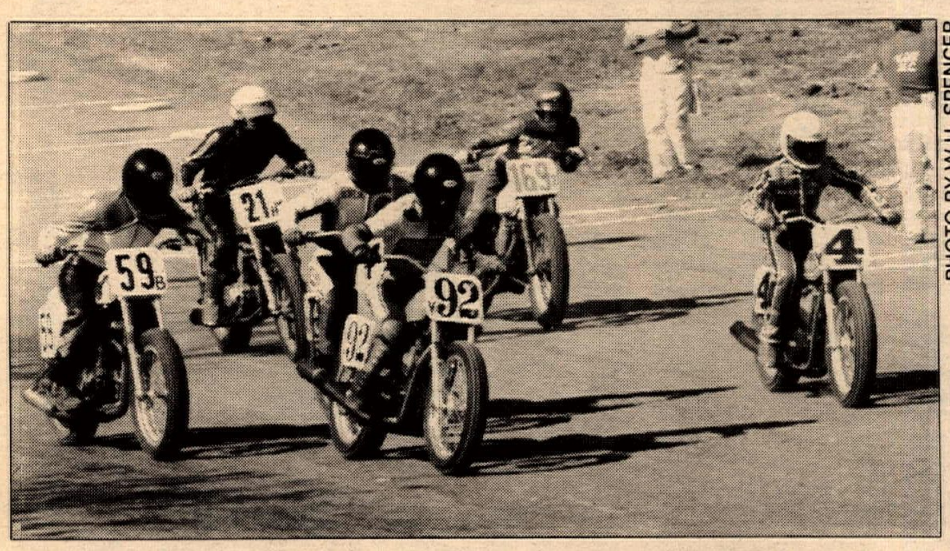

PHOTO BY W.H. SPENCER

Chris Carr (Y4) rode to the winner's circle at the Lodi Cycle Bowl short track in both the 250 and 500cc Pro classes.

dy's Kawasaki were second and third, respectively. Davis also rode the wheels off his GS550 to finish second in Open Production behind Steve Littlejohn.

In the Superbike sector of the day's racing, brothers Dale and Dan Zlock showed up on shiny new 750 Suzukis. They were running neck-and-neck into the downhill, when Dan suddenly high-sided in the esses. The bike slid toward Dale, forcing him onto the grass and knocking him down. Dale pulled Dan's bike off his own, restarted, and rejoined the fray.

By this point, Sean Phillips led a parade of Claude Hidlop, Jeff Morrow, Jim Spear, and Mark Hislop around the circuit. The train ran in this order to the end, but Zlock was lapping the 2.25 mile course faster than everyone else in an effort to catch up. He eventually edged Mark Hislop for fifth place, after an impressive ride.

Karen Beaver, a dental assistant from eastern Washington, made her racing debut in the 450 Production class, and ended up with a third place finish. Winning the class, and graduating from the Washington Motorcycle Road Racing Association's new rider clinic recently, was RZ350-mounted Tom Marx. Marx also dominated the 450 Modified Production class. Second place finisher in both races was Dave Godfrey, on a Suzuki.

Results

OPEN GP SINGLE: 1. Lee Cochran (Yam); 2. Stan Jan Jan (Yam); 3. Eldon Warren (Yam).
SUPERBIKE: 1. Sean Phillips (Suz); 2. Claude Hislop (Hon); 3. Jeff Morrow (Hon).
860 MOD PROD: 1. Dale Zlock (Suz); 2. Robert Curtis (Hon); 3. John Westphalen (Tri).
OPEN MOD PROD: 1. Jeff Brandon (Kaw); 2. Jim Tenneson (Hon); 3. John Brady (Kaw).
FORM ONE: 1. Joe Davis (Suz); 2. Dan Zlock (Suz); 3. John Brady (Kaw).
750 MOD PROD: 1. Randy Skiver (Hon); 2. Sean Phillips (Suz); 3. Mike Correll (Kaw).
OPEN PROD: 1. Steve Littlejohn (Suz); 2. Joe Davis (Suz); 3. Marc Wareham (Hon).
750 PROD: 1. Randy Skiver (Hon); 2. Jeff Morrow (Hon); 3. Brian Soto (Suz).
600 PROD: 1. Ben Booth (Hon); 2. Ken Wimer (Hon); 3. Doug Renfrow (Suz).
450 PROD: 1. Tom Marx (Yam); 2. Dave Godfrey (Suz); 3. Karen Beaver (Hon).
450 MOD PROD: 1. Tom Marx (Yam); 2. Dave Godfrey (Suz); 3. Daniel Creech (Yam).
600 MOD PROD: 1. Lee Cochran (Yam); 2. Joe Davis (Suz); 3. Larry Buck (Kaw).

Hadlock heaviest at Winnemucca MX

By Wretched Racer

WINNEMUCCA, NV, APR. 1

Robbie Hadlock showed his stuff, winning not only this final race of the Flying W's Spring MX Series, but also the overall series in two classes (250 & 125cc) as well. Tough competitors, including National rider Al Berlutti and perpetual rival Jeff Cloutier; together with tough tracks and the legendary Flying W's bad weather, made Hadlock work for his victories.

The 250cc and Open Experts raced each other for combined class gold. Hadlock and his Carson Cycle Honda nabbed the holeshot and the lead for the first eight laps. Then Open classer Al McElroy (Hon) came charging through to hold the lead for four laps under fire from Hadlock. Then, when the dueling pair got into the lappers, Hadlock made a deft move to the front, getting traffic between himself and McElroy for the moto win.

In the second combined moto, Eric Schaacht came back with a holeshot, but Hadlock took over by the end of the first lap and never looked back. McElroy's pair of deuces was good for second overall and Tony Berlutti carded a 4-4 for third overall in the combined class.

In the 125cc Expert action, Hadlock nailed a first moto holeshot and assumed his customary position — first. However, Hadlock soon fell in the big sweeper and bent something. His momentary halt for repair let Chris Harjes by into the lead. Hadlock bounced back and gave chase. Harjes did a beautiful job of holding him off for seven laps, until Harjes' Honda quit running for a while up on the crestline section. So Hadlock was free to cruise on to the checkered again while Harjes salvaged second.

There was no messing around in the second 125cc Expert moto. Hadlock just jumped out in front and ran away with it. Harjes repeated in second spot. •

Results

OP EX: 1. A. McElroy (Hon); 2. E. Schaacht (Hon); 3. R. Lighthouse (Hus).
250 EX: 1. R. Hadlock (Hon); 2. T. Berlutti (Hon); 3. T. Dyer (Hon).
125 EX: 1. R. Hadlock (Hon); 2. C. Harjes (Hon); 3. R. Maga (Suz).
80 EX: 1. C. Kay (Kaw); 2. L. Moore (Kaw).
OP JR: 1. M. Curtis (Hon).
250 JR: 1. R. Frock (Suz); 2. K. McRae (Suz); 3. M. Williams (Hon).
125 JR: 1. C. Barton (Kaw); 2. D. Wagner (Yam); 3. R. Kay (Kaw).
80 JR: 1. A. Johnson (Kaw); 2. W. Tiensvold (Hon).
OP NOV: 1. R. Hibdon (KTM).
250 NOV: 1. T. Alexander (Suz); 2. D. Maga (Kaw); 3. J. Ydiando (Hon).
125 NOV: 1. B. Irvine (Kaw); 2. J. Kath (Yam); 3. R. McCord (Yam).
80 NOV: 1. J. Thompson (Hon); 2. R. Thomsen (Yam); 3. R. Cislini (Kaw).
60 NOV: 1. J. Cyr (Kaw); 2. T. McMaster (Kaw); 3. K. Malone (Yam).
VET EX: 1. R. Wyant (Hon); 2. D. Ohl (Hon); 3. T. Greene (M-S).
VET JR: 1. A. Scott (Mai); 2. G. Davis (Mai).
VET NOV: 1. T. Roberts (Kaw); 2. B. Edwards (Kaw); 3. E. Cantlon (Mai).
OT EX: 1. R. Kevhey (Yam); 2. J. Hathaway (Hon); 3. A. Bray (Yam).
OT JR: 1. K. Winschell (Hon); 2. M. Tolotti (Yam); 3. R. Johnson (Kaw).
OT NOV: 1. B. DelCarlo (Yam); 2. R. Kolbet (Hon); 3. K. Lighthouse (Hus).

Central Pipeline

PHOTO BY BRIAN GEORGE

Billy Stork clinched the 125 and 250cc Pro classes at Nebraska's Chadron MX.

Hawthorne takes Texas GNC race three

By Pete Sullivan

SWAN, TX, APR. 8

Consistent finisher Dennis Hawthorne won both motos by large margins in today's third round of the Texas GNC Series at Swan Raceway. Hawthorne coasted across the line 14 seconds ahead of second place in the opening moto, and took a six second win in the second heat of the 250cc Pros. In other Pro action, Kit Vick put in a nice ride on his Kawasaki to win the 125cc class, while Mark Mestayer motored into the front spot for the Opens.

When the first 250cc Pro moto left the line, Hawthorne jumped out front and stretched his lead to 10 seconds by the completion of the first circuit. Matt Bracken held second for the early laps until Kirk Spencer worked his way up to the runner-up spot. A big battle was raging for third after Bracken bobbled and joined the group. At the finish, Spencer was second, with Doug Fellers and Jerry Surber six seconds back.

The second moto looked to be Doug Fellers' picnic, as he pulled to a strong lead on lap one, followed by Rusty Pipes, Hawthorne, and Surber. Hawthorne soon displaced Pipes and set his sights on Fellers. Spencer charged past Surber after he missed a berm, and then passed Pipes over the double jumps. On lap seven, trouble struck the leader. Fellers came up short on an attempt to clear the doubles, and went down hard. Hawthorne cruised on to victory, followed by Spencer. Surbert nailed third ahead of a tiring Pipes.

The Open Pro action has been heating up, with Mark Mestayer and Matt Braken close on the overall points. In the opening go 'round, Mestayer wasted no time in grabbing the lead, with Bracken several seconds off the pace. Bracken closed the gap and pressured Mestayer until Mestayer bobbled in a turn to allow Bracken to slip by for the moto win.

The second moto appeared to be a grudge match between the two. Bracken grabbed the lead and held it for half the race, until Mestayer made his move over the doubles. Bracken stalled the big Honda in the next turn, allowing Mestayer to stretch his lead to six seconds. Bracken restarted and rode like a madman until the finish line, where the duo crossed wheel-to-wheel in one of the best finishes of the day, with Mestayer just enough ahead to claim the overall.

Results

125 PRO: 1. Kit Vick (Kaw); 2. Dennis Daft (Yam); 3. Greg Randa (Yam).
250 PRO: 1. Dennis Hawthorne (Kaw); 2. Kirk Spencer (Yam); 3. Jerry Surber (Hon).
OPEN PRO: 1. Mark Mestayer (Hon); 2. Matt Bracken (Hon); 3. Doni Vance (Hon).
MINI MINI: 1. Jack Ricks (Kaw); 2. Michael Walling (Hon); 3. Jody North.
50: 1. Jef Dement (Kaw); 2. Matt Edwards (Yam); 3. Al Palfred (Yam).
MINI JR: 1. Jack Ricks (Kaw); 2. Jody North (Hon); 3. Lance Friend (Kaw).
MINI SR: 1. Jason Langford (Kaw); 2. Scott Thomas (Yam); 3. Jimmy Gaddos (Yam).
MINI STK: 1. Jason Langford (Kaw); 2. Scott Thomas (Yam); 3. John Forames (Kaw).
105 MINI: 1. Justin Otto (Yam); 2. Shorty Jones (Yam); 3. Jason Langford (Kaw).
125 NOV A: 1. Robert Reed (Hon); 2. Greg Brown (Kaw); 3. Jason Langston (Yam).
125 NOV B: 1. Tony Lasater (Kaw); 2. Brint Burkham (Kaw); 3. Dave Clark (Suz).
125 INT: 1. Keith Foytik (Suz); 2. Brent Carrizales (Kaw); 3. Jason Jessup (Yam).
250 NOV A: 1. Curt Land (Yam); 2. John Fricke (Yam); 3. Tim LeCompte (Kaw).
250 NOV B: 1. Greg Dust (Hon); 2. Kenny Templeton (Yam); 3. Tony Lasater (Kaw).
250 INT: 1. Paul York (Hon); 2. Brett Wagnon (Yam); 3. Rodney Wallace (Yam).
OPEN NOV: 1. Hank Hodes (Kaw); 2. Mark Payne (Hon); 3. Scott Hulsey (Yam).
OPEN INT: 1. Mitchell Hulsey (Yam); 2. Doug Roberts (Yam); 3. James Gorman (Hon).
OVER 30: 1. Kevin Rivers (Suz); 2. Terry Burghart (Hon); 3. Gary Barry (Hon).
OVER 30 EX: 1. Troy Rapp (Yam); 2. Tim McCaskill (Yam); 3. Billy Click (Hon).

Orr, Sweet split victories at Hillside

By Dorothy Powers

BOYD, TX, APR. 14

Charlie Orr, from Irving, Texas, and Sammy Sweet put on a show that kept the crowd roaring at today's Hillside Raceway event.

In the Open Pro class, Orr was pressuring Sweet from the runner-up spot, waiting for a mistake. Sweet wouldn't let him pass, using every trick in the book. Finally, on the last lap, Sweet went high and Orr snuck by underneath, holding the winning position to the finish.

Sweet came back in the trophy dash, with the biggest award given at Mike Kidd's Hillside track, to take a convincing win.

Willie McCoy jumped to an early lead in the 250cc Amateur class and was never headed. Alan Powers, hot to win the class, was riding like a wild man, passing as many as three riders at a time, on the outside. He caught McCoy, but still couldn't get by the speedster, and had to settle for second.

Little Bill Richards, who is only 10 years old, took his Honda Town minicycle to the front of the pack, leading from the start. A victory looked sure until, just yards from the finish, Mike Hale clipped Richards' rear wheel, downing the Honda rider. Hale went on to win, followed by Scott Williams.

Results

SHORT TRACK
50: 1. Todd Way (Yam); 2. Joe Giebert (Yam); 3. Mac Day (Hon).
80 SR: 1. Mike Hale (Yam); 2. Scott Williams (Hon); 3. Trace Polson (Hon).
125: 1. Scottie Scherb (Hon); 2. Mike Hale (Yam); 3. Trace Polson (Hon).
250 AMA: 1. Willie McCoy (Hon); 2. Alan Powers (Yam); 3. Trace Polson (Hon).
250 PRO: 1. Charlie Orr (Hon); 2. Sammy Sweet (Hon); 3.Bill Herndon (Hon).
OPEN PRO: 1. Charlie Orr (Hon); 2. Sammy Sweet (Hon); 3. Craig Louis (Hon).
TT
50: 1. Todd Way (Yam); 2. Jow Giebert (Yam); 3. Mac Day (Hon).
60: 1. Derick Whitener (Hon).
80 JR: 1. Chad McCraken (Yam); 2. Donnie Pardue (Hon); 3. Bryan Grauman (Hon).
80 SR: 1. Mike Hale (Yam); 2. Trace Polson (Hon); 3. Clayton Hull (Suz).
125: 1. Bobby Shaw (Suz); 2. Ed Meyer (Suz); 3. Glenn McBeath (Kaw).

250 AM: 1. Kevin Switzer (Suz); 2. Bobby Shaw (Suz); 3. James Harris (Yam).
250 PRO: 1. Mike George (Hon); 2. Todd Aven (Hon); 3. Tommy Jefferies (Hon).
OPEN AM: 1. Sammy Sweet (Hon); 2. Charlie Orr (Hon); 3. Scottie Scherb (Hon).

Stork survives Nebraska MX for double win

By Brian George

CHADRON, NB, APR. 15

Billy Stork, riding for Rice Cycles, managed to avoid the disaster that claimed other riders to win the overall in both the 125 and 250cc Pro classes at today's Borderline Racing Association event. A set of three whoops was claiming riders all day long, as many attempted to clear all the whoops in one jump, but came up short. In the Open Pro class, Bill Matthews picked up the overall slot after favorite Dave Molder fell victim to the triples.

Out of the gate first were the 250cc Pros, with Mike Friend grabbing the holeshot. Molder and Stork slipped in behind, and the three riders ran away from the pack. Friend built a comfortable lead over the first four laps, with Stork staying right on Molder's rear fender for third the entire way. The lead was soon cut, when Friend's Honda shot out from under him on a muddy berm, which put both bike and body on the turf. Molder and Stork raced by as Friend picked himself up and went after the leaders. Clutch lever problems slowed Friend, keeping him in third place, well behind the leaders, for the rest of the moto.

Moto two saw the same trio out front again. Friend, Molder and Stork held their positions for the first half of the moto, until Greg Hyde went down in the three whoops. As Friend slowed to miss Hyde, Molder went for all three whoops. The back tire of Molder's machine caught the third one, his right hand came off the bars, and he was sent into a spectacular series of flips. Molder was taken to the hospital, where his ankle was reported as seriously sprained, but not broken.

Friend was now sporting a good lead. However, on the final lap, a lapped rider stayed in front of him and slowed his pace dramatically, allowing Stork to catch up in just a few corners. Coming into the three whoops for the final time, the slower rider blocked Friend from jumping the whoops, and Stork flew into the lead. Friend came back in the next two corners, regaining the lead, but was again blocked by a lapped rider. This put the whole race up for grabs in the last 100 yards. Both Stork and Friend held their throttles wide open, charging for the big jump at the finish. As the duo hit the ramp, Stork's front wheel nudged past for the win. Friend lost the overall, and had to settle for second, while Hyde remounted to take third for the moto and the overall.

In the 125s, Friend's luck was even worse, as well as LeeVern Berry's. Berry and Friend went into the first turn side-by-side, and headed for the whoops. Berry endoed while trying to fly past for the lead, allowing Friend the honors. Friend's lead lasted only a couple of laps, as his shift lever became wrapped under the frame, and he had to pull off to straighten it. This allowed Stork to pull into first. Molder found himself as the runner-up, as he could not get around Stork by the finish, while Friend had to settle for eighth.

In moto two, Molder was in the hospital, and Stork looked like the favorite. Friend took the holeshot, with Stork second and Berry third. Friend was having difficulties, and pulled off the track on the opening lap, not to return. Stork and Berry set up a tight race for the lead, until halfway through the moto, when both riders attempted to clear all three whoops, and disaster struck the runner-up. Berry's front end just missed clearing the top of the third hill. Berry crashed, with the bike slamming down on top of him. The crash broke his collarbone, as well as his machine. Stork now had the lead all to himself, and rolled in for the overall victory ahead of Joel Henry and Ladd Poitra.

Results

125 PRO: 1. Billy Stork (Hon); 2. Joel Henry (Kaw); 3. Ladd Poitra (Yam).
500 PRO: 1. Bill Matthews (Yam); 2. Al Hermanson (Hon); 3. Perry Bicek (Hon).
250 PRO: 1. Billy Stork (Hon); 2. Mike Friend (Hon); 3. Greg Hyde (Hon).
250 B: 1. Todd Willis (Hon); 2. Corey Brink (Hon); 3. Bobby Griffin (Kaw).
250 C: 1. Bill Swenson (Hon); 2. Bob Creger (Hon); 3. Steve Cheeseman (Hon).
OLD IRON: 1. Tim Hunter (Suz); 2. Bryan Mitchell (Hon).
125 B: 1. Martin Stover (Kaw); 2. Tim Sears (Hon); 3. Kevin Ehnes (Yam).
125 C: 1. Gene Montgomery (Yam); 2. Dean Schoenberner (Yam); 3. Rich Lundstrom (Hon).
ENDURO: 1. Bill Balfany (Yam); 2. DeWayne Matt (Kaw); 3. Wade Johnson (Kaw).
VETS: 1. Perry Bicek (Hon); 2. Bob Bailey (Hon); 3. Jim Quickie (Yam).
MINI A: 1. Scott Ray (Kaw); 2. Bart Fuller (Kaw); 3. Scott Jensen (Kaw).
MINI B: 1. Rick Furman (Kaw); 2. Judd Hageman (Kaw); 3. Kourt Hageman (Kaw).
MINI C: 1. Mike Lordine (Kaw); 2. Sean Weiseler (Suz); 3. Cory Lundstrom (Kaw).
60: 1. James Fuller (Kaw); 2. Rick Furman (Kaw); 3. Des Pheihl (Kaw).
PEE WEE: 1. Mike Quickie (Yam); 2. Josh Gaspers (Yam); 3. Kelly Smith (Yam).

Craft carves Swan MX win

By Gary Willer

TYLER, TX, APR. 1

"Steady Eddie" Craft showed up at the Swan MX course today with his big red CR480 Honda, ready for some serious racing. Craft proceeded to run the wheels off the 250cc/Open Novice combined class, showing the other riders only his back side. The 14-year-old dominated the competition in both motos, carving the Swan course with the skill of someone with much more experience.

The action in both motos was consistent, as there was not a large rider turn-out due to scheduling conflicts with the Texas GNC Series. The pattern developed like this: Craft would push to the front, followed by Charlie Davison, Steve Davison, Danny Smith and Ray Keough. This order would remain fairly steady throughout the entire moto.

The Beginners, fielding a class of 14 competitors, comprised the largest combat force this day. Gaylon Langford was again the dominant factor on his 250cc Suzuki, as he led all laps of the combined 125 and 250cc motos. The nearest threat to Langford, and landing in second place in both bashes, was Shayne Brightwell. Third went to Michael Wallace. ●

Results

80 STK: 1. Michael Krueger (Kaw); 2. Allen Keough (Kaw); 3. Todd Christopher (Hon).
BEG: 1. Gaylon Langford (Suz); 2. Shayne Brightwell (Hon); 3. Michael Wallace (Hon).
125 NOV: 1. Tim Thomas (Kaw); 2. Keith Hogard (Hon); 3. Greg Sorg (Hon).
250/OPEN NOV: 1. Eddie Craft (Hon); 2. Charlie Davison (Kaw); 3. Steve Davison (Kaw).

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CALENDAR

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CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quion, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler Supercross Series

5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay Area
TBA	Los Angeles Area
TBA	San Diego Area

AMA/Bel-Ray Motocross Series

5/13	Atlanta, GA
5/27	Mt. Morris, PA
6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/5	Millville, MN
8/12	Denver, CO
8/19	Washougal, WA

AMA Superbike Championship Series

5/20	Sonoma, CA
6/9	Elkhart Lake, WI
6/16	Loudon, NH
6/23	Pocono, PA
7/21	Monterey, CA
8/12	Portland, OR
8/18	Sonoma, CA
9/1	Brainerd, MN
9/9	Kent, WA
9/16	Rosamond, CA
9/2?	Lexington, OH
11/4	Daytona Beach, FL
TBA	Woodbine, NJ

WERA National Endurance Road Race Series

5/26	Wentzville, MO
6/2	Braselton, GA
6/9-10	Rosamond, CA
7/7	Faulkville, GA
7/14	Loudon, NH
7/28-29	Warren, OH
9/1	Woodbine, NJ
9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
7/1	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

5/6	Yugoslavia
5/13	Czechoslovakia
5/20	England
6/3	Italy
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Finland

500cc

5/5	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

5/6	England
5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trials Series

6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Austria
7/8	Switzerland
9/2	Finland
9/9	Sweden

AMA National Enduro Championship Series

5/6	Roselawn, IN
5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

5/13	Lucerne Valley, CA
5/20	Bruceton Mills, WV
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA National Championship Reliability Trials Series

5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Dragbike National Championship Series

5/5-6	Jackson, TN
5/19-20	L.A. County, CA
5/26-27	Winston-Salem, NC
5/28	La Rue, OH
6/3&10	TBA
6/17	Kansas City, MO
6/23-24	Fremont, Ca
6/29-30	San Antonio, TX
7/14-15	TBA
7/28-29	Columbus, OH
8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

5/5-6	Atco, NJ
5/19-20*	Gainesville, FL
5/26-27	Bakersfield, CA
6/2-3	Warner Robbins, GA
6/9-10****	Columbus, OH
6/23-24	East Haddam, CT
6/30-7/1	Columbus, OH
7/14-15*****	Englishtown, NJ
8/11-12*	Washington, DC
8/18-19**	Brainerd, MN
8/25-26	Columbus, OH
9/1-3******	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

*Dates are Tentative
**Pro Stock only
****Top Fuel only
*****Funny Bike only
******Top Fuel and Funny Bike only

NMA Grand National Championship Series

Regional Qualifiers

Western 1

5/20	Las Vegas, NV
5/27	Indian Dunes, CA
6/3	Sunrise, CA
6/10	Saddleback, CA
6/24	Saddleback, CA
7/7-8	Barona Oaks, CA

Western 2

5/20	Huron, CA
6/3	Brentwood, CA
6/10	Hollister, CA
6/16	Madera, CA
6/24	Brentwood, CA

Tri-State

5/6	Sand Point, ID
5/19	Colville, WA
6/2	Clarkia, ID
6/17	Missoula, MT

Rocky Mtn. 1

5/20	Colorado Springs, CO
6/2	Castle Rock, CO
6/3	Castle Rock, CO
6/17	Trinidad, CO

Ozark

5/12-13	Claremore, OK
5/26-27	Springfield, MO
6/15-17	Oklahoma City, OK Interstate
6/30-7/1	Tulsa, OK

High Plains

5/6	Lawton, OK
5/20	Wellington, TX
5/26	Mooreland, OK
5/27	Mooreland, OK
6/17	La Fors, TX

Midland

5/13	Leveland, TX
6/10	Midland, TX

Rocky Mtn. 2

6/16	S.L. City, UT
6/17	S.L. City, UT

Northwest

5/5	Seattle, WA
5/12	Richland, WA
6/2	Roseberg, OR
6/23	Yakima, WA

Arizona

5/6	Blythe, CA
5/13	Canyon, Phnx, AZ
5/19	Firebird, Phnx, AZ
5/26	Canyon, Phnx, AZ
6/2	Firebird, Phnx, AZ

Southwest

5/13	Gallup, NM
5/20	Carlsbad, NM
5/27	Albq, NM
6/10	Farmington, NM

Central

5/13	Jefferson City, MO
5/20	Junction City, KS
5/26	Beatrice, NB
6/16	Columbia, MO
6/24	Wisner, NB

Texas

5/5-6	Conroe, TX
5/19-20	Lake Whitney, TX
5/26-27	Tyler, TX
6/16-17	Houston, TX

Grand National Final

8/6-12	Ponca City, OK

CMC Four-Stroke Nationals

5/27	Orange, CA
9/2	Orange, CA
12/2	Carlsbad, CA

SCORE Off-Road Series

6/1-3	Baja Internacional
9/14-16	Off Road Championship Riverside, CA
11/1-4	Baja 1000

Other Major Events Abroad

5/7-12	Scottish Six Days Edinburgh, Scotland
6/2-8	Isle of Man RR Isle of Man
6/17	Pairs Speedway Championship Finals, Longo, Italy
7/1	Formula One TT Assen, Holland
7/15	Formula One TT Vila, Portugal
8/18	Team Speedway World Championship, Leszno, Poland
8/19	Formula One TT Dundrod, Ireland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe des Nations Dalencin, Czechoslovakia
9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

EVERY WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkerth off-ramp. ⅛ mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/-mech. $7, spectators $5, kids 7-12 $2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

Wednesday

CALIFORNIA

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info 714/261-6116.

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huevter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A./Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 p.m., prac 6, race 7. Entry: $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd off Hwy 50. North on Excelsior Rd to 5305 Excelsior. All classes, 30% trophy, 100% Pro pb. Gate 5pm, prac 6, race 7:30. Gate $5, all entries $5. Info: 916/363-2653.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am. 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK MX (SMX)
Saddleback Park, Orange, CA. Frwy. 55 to Chapman exit, east 7 mi to Santiago Canyon Rd. Right to county fire station, left on rd. past fire station. Gate opens 7:30am, prac 8-8:30, race 9:00. Pros and Sprtsman race 30 min. motos. Entry $12 Sptsmn, $15 Pro. Memb. reqd., avail at track. 33% troph. Info: 714/831-3482.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St, Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: $1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries $10/first class, $7/second class. Pros $12 with 100% payback. Gate open 5 p.m., prac. 7, race 8. Info 817/433-5559 or 433-5587.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1¼ mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

May 4

AME CALIFORNIA MOTOCROSS
Indian Dunes Park. I-5 to Hwy 126, go west. All classes includ. ATV. 40% trophs, pb $15. Gate opens 5 pm, prac 7, race 8. Entry $13, $20 Pro. Budweiser First Friday night. Info 818/881-5778 (Shirley Shore).

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. South end of Newport (55) Frwy. Opens 6 pm - 10 pm. Free parking, 1000s of bikes, parts and access. 10x10 space $20, 10x15 and prime space $30, bike for sale, $10 each. Move in 1-4 pm. Info 714/495-2542 (24 hr). Or 495-0515.

May 5

SAN JOSE SHORT TRACK
San Jose Fairgrounds, 344 Tully Rd., San Jose, CA. Gates open 4 pm, prac 5, time trials 6, race 7:30. Tickets box seats $14, reservations grandstand $12, gen. adm., $8, kids $2. Order by phone 408/438-3210 Tues. thru Fri. AMA Camel Pro Series National.

May 5-6

CALIFORNIA CINCO DE MAYO GRAN PRIX
Perris Raceway, Perris, CA. 91 Frwy. E. to 15 Frwy. S. (Elsinore) to Hwy 74 E. toward Perris 8 miles to Ellis St. Left ½ miles to track. Sat. classes all classified Vets, Minis, 101-200 class., all unclass. Sun. classes 4-stroke, OT, 250-Open Int., all Exp, Srs, women, 250-Open, Nov, all Pros. 20% trophs, approx. 1 hr. after race. 80% Pro pb per class, 20% of entry to Rescue 3. Free O/N camping, track prepped each day. No prac, no play bikes. Gate 6:30 am, 1st race 8, both days. Entry $15 for first race, $10 others, Pros $40. Gate fee $6, kids 6-12 $3, 5-under free. Info 714/997-8615 (Al Smith).

CALIFORNIA TRAIL RIDE
Start at Wilseyville, CA. Annual spring trail ride. 2 days, 125 miles each day. Special tests, ISDE-style. Overnight remote campout. All food

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MAY 13 — SADDLEBACK PARK ORANGE, CA — MOTOCROSS Sportsman Mail $12 Post $15; Pro Mail $20 Post $25
MAY 20 — INDIAN DUNES VALENCIA, CA — DUNESTOWN CLASSIC GRAND PRIX — Mail $20 Post $25
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CORONA RACEWAY R.A.C.E. Schedule

Thurs.	May 3	Ody, 3-Whlrs.
Fri.	May 4	Motocross
Fri.	May 11	Motocross
Sat.	May 12	FT, ½ mi, ¼ mi

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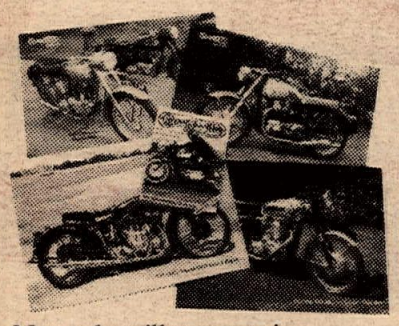

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The Courthouse Square, Irwin and 8th Street in Handford, CA. Concours Judging. Classes: Classic, Antique, Modern Classic, Dirt, Comp and Road Comp. Registration Sat. 8-10 am. Judging: Sat. 10-am - 1 pm. Sunday Ride 10 am-3 pm. Swap meet both days Sun 8 am-4 pm. Entry $12.50 by mail, $15 post. Spectators free. California Antique Motorcycle Assn. Info Marc Michon 209/532-9563 or Dave Hanson 805/656-6777.

OTHG WASHINGTON MOTOCROSS
Yakima County ORV Park. 14 miles east of Yakima, WA on Hwy 26. Classes: OTHG A, B, C; OT, A,B,C, and Master, Support; Mini. 3 motos per day for OTHG and OT. 2 motos for Support and Mini. Prac 8 am, racing 10. Entry $40 OTHG and OT, $15 Support, $5 mini. Info Rick McUne 509/697-7422.

May 6

CMC CALIFORNIA MOTOCROSS
Huron, CA. From LA; north on I-5 to 269 exit, 269 to Huron, signs to track. All classes 30% trophs, 100% Pro pb. Gate opens 6:30, prac 8, race 9. Entry Ama $15, Pro $20, Gate $5. Info Rick Worth 209/935-0152.

AME CALIFORNIA MOTOCROSS
Santa Maria, CA. Hwy 101 at North Broadway exit. All classes, 30% trophy, 100% Pro pb. Gate opens 6:30, sign-up 7-8:45, prac 8-9, race 9:30. entry $12, $20 Pro. Gate fees $2 weekdays, $4 wknds, $5 race day. Closed Mon and Tues. Info 805/925-0055 (Sharon).

CMC CALIFORNIA MX
Sacramento Raceway Park, Sacramento, CA. 5305 Excelsior. Hwy 50 to Bradshaw, S. to Jackson Hwy, turn left approx. 2 miles to Excelsior, turn L track entrance ½ mile on Rt. Use 2nd gate. All classes. Last race of Hi-Point Pacific Race Series. Entry $10, $15 Pro, $5 at gate. Spectators $5, Kids 6-12 $2. Info 916/363-2653, 489-3839 or 487-9120. Pacific Race Prod.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 miles to Santiago Canyon Rd., right to county fire station, left on rd. past station. All classes, 30% troph. Gate opens 7:30 am, sign-up 7:30 -8:30, prac 8-9, race 9:30. Entry $10, $15 Pro. Pro Points Race! Info 714/557-3323.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, Dixon, CA. 11 mi south of Dixon on Hwy 113. All classes, incl. Women, OT, Vet. Lots of troph, 100% Semi-Pro payback. Parts in pits, concessions, free O/N parking. Improved track. Gate opens 6:30 am, sign-up 7, prac 7:30, races 9. Entry: $15 for all sprtsmn, Semi-pros - $20 +$5 park fee for bigger purse. Spectator $4, Kids 6-12 $1. Info: Buel Campbell 916/678-3592.

SAN JOSE MILE
San Jose Fairgounds, 344 Tully Rd., San Jose, CA. AMA/Camel Pro Series National. $35,000 in posted awards, plus. Gates open 9 am, prac 11-12, time trials noon, first race 2 pm. Tickets box seats $18, res. grandstand $15, thru 4 res. $12, gen. adm. $9, kids $3. Fairgrounds box office open Sat noon till 4 pm. Sun at 9.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of W. Dimond Blv. off of Jodphur Rd. All classes, 33% trophs. Gate 8 am, sign-up 9, prac 10:30, race 11:15. Entry $25 Pro, $15 all others. $3 gate. Alaska Motorcycle Racing Assn. Info 907/333-5033 (Richard Butler).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

CALIFORNIA TEAM RACE HARE SCRAMBLES
Hwy 101 N. thru Eureka, CA to Arcata Sunnybroe exit. Left on Union St. to Fickle Hill Rd. then 12 mi. to track. Arrowed from freeway. All classes. Team race, new longer 5.5 mile course. New longer downhill--trail is skid roads and woods. Sign-up 9-10:30 am, race 11-2 pm. No cards reqd., no rider insurance, no pts. Dead engine start. Entry $30 team, solo is o.k. $2 watch. Far West M/C and East Oakland Moto Bros. Info 707/445-3093 days, 822-3825 eves (Jomo Scott).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AMA WASHOUGAL MX
23 miles N.E. of Portland, OR. I-5 to Hwy SR 14, go east along columbia to Hwy 140 in Washougal, follow signs to track. All classes. 30% trophs, 100% Pro pb. Gates open 7 am, prac 8, race 10. Entry $12, $17 Pro. $5 watch, 6-11 $3, under 6 free. Northwest MX Enterprises. Info 503/248-1106 or 206/892-5441.

COLORADO ROAD RACE
Pueblo Motorsport Park, Pueblo, CO. 5 mi west of I-25 on US 50. Classes: Prod, Superbike, GP. $1500 purse, trophies. Championship Cup Series Regional, and MRA superbike challenge. Prac 9 am, races noon. Entry: $20 first class, $10 second & third, $5 fourth. Mountain Roadracing Assn. Info: 303/449-9357 J.S. Day.

AFM CALIFORNIA ROAD RACE
Sears Point Int'l Raceway, Sonoma, CA. All AFM classes. Trophies to 3rd. Gate opens 7:30 am, prac 9, race 11:30. Info: 415/327-0908.

CRC CALIFORNIA MOTOCROSS
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes. $1000 Pro purse, plus contingencies for Pros and Sptsmn. 2nd race of Dunestown Series. Entry $12 mail, $15 post, $20 mail, $25 post, Pros. Info 213/830-7519.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

AMA/D-38 DESERT RACE
Imperial Valley, CA. All classes includ. ATV. Finisher surprises. Sign-up Sat 4 pm-?, Sun 6:30 am. Riders meeting 8:30, race 9. Four 20-25 mile loops. Entry $15 each racer. Prac on Sat. No memb. reqd. D-38 desert pts. Silencers reqd. Free beer to finishers. Info 619/427-5759 (Fud).

CALIFORNIA HARE N HOUND
Ocotillo Wells OHV Area. I-5 S to Oceanside. Left on 76 thru Oceanside, Bonsai, Pala and Pauma Valley. Follow 76 to Lake Henshaw. Left at 76 & 79 junction. Go approx 3 mi to S2 about 10 mi to 78. Left on 78 about 18 miles to Ocotillo Wells. Turn left, go ½ mi around the rt end of the airport to camp area. 6 classes, incl 3-wheel & women. Regis at 7:30 am, riders meet 8:30, race 9. Trophs & T-shirts. Entry: $15 thru Sat, $18 Sun. Mission Yamaha and Anaheim Toyota. Info: 714/831-0351.

NMA ARIZONA QUALIFIER
Blythe Raceway, Blythe, CA. Off I-10 at Lovekin Blvd; north 5 miles to R/R track, rt. into track. All classes. 33% troph, 100% Ex. pb. Gate opens 6 am, prac 7. Must race this event to qualify for Ponca City. Info 602/795-2238 (Ron Keyes).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi and turn left, signs on road. All classes. Troph to 5th. $1005 Ex purse, 15 rider min class, 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 am, race 11. Entry: gate $5, Ama $10, Exp $20. Info: Bill Law 214/882-4215.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past light 1 mile, track on rt. side of Ave. T. All classes includ. ATV. Gate 7 am, prac 8, race 9. Free O/N parking. Entry $13 $20 Pros. Info 818/881-5778 (Shirley Shore).

IDAHO OMC MOTOCROSS
OMC Raceway, Boise, ID. On Cartwright Rd. off Bogus Basin Rd. at sign. All classes. 90% Pro pb, 33% trophs. Sign-up 8-9:30 am, riders mtg. 9:20, prac 9:30, race 10. Entry $10, $15 Pro. Info 208/286-7406 or 377-0409.

TEXAS SCRAMBLES
From Houston, U.S. 290 to Brenham, then Texas 36 to Lake Somerville, follow arrows to Yequa Park. All classes--5 riders make a class--3 troph min per class. Practice free on Sat. Nov. race 8-10 am, kids and Women 11-12, Int and Exp 1-4 pm. Entry $9 for TRH members, all others $15. Trail Riders of Houston. Info 713/446-1798 (Gary Hamilton).

May 11

CRC NIGHT MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, 30% troph, cash to Pros. Sign-up 6 pm, prac 7, race 8. Memb. reqd. Friday night races have ½ of Sunday pts. Entry $12, $15 Pro. Info 213/830-7519.

May 12

ASCOT NATIONAL HALF MILE
Ascot Park, Gardena, CA. 7th Annual Spring Classic AMA Grand National Championship Half Mile. Also, 12 lap Junior national. Advance tickets: adult reserved $16, kids $8. Race day only. Gen. Adm. $14, kids $7. Agajanian Ent. Phone 213/321-5323 or 323-5055. Also available at Ticketron or by calling Teletron 213/410-1062.

H.O.G. PRE-RACE RECEPTION
Queensway Bay Hilton, 700 Queensway Dr., Long Beach, CA. Adjacent to Queen Mary. 3-5 pm, Saturday. Meet Vaughn Beals and Miss Harley-Davidson. Harley Owners Group. Info 414/342-4680.

IDAHO SPORTSMAN TT
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. Sign-up 5 p.m., prac. 6:30, race 7:30. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

AMA WASHINGTON SHORT TRACK
Rainier, WA. 15 miles S.E. of Olympia WA., off Hwy 507. All classes. 33% trophs. No rain, no knobs. Silencers reqd. Pays D-27 pts. Gate 6 pm, prac 7:15, race 8. Entry $5 per class. Rainier Sportsman Club M/C. Info 206/264-4619 (Mike or Marilyn Waggoner).

CENTRAL WASHINGTON NMA QUALIFIER
Horn Rapids ORV Park, Richland, 4 mi north of Richland on Hwy 240. Turn north on Gross Cup Rd. All classes. Gate 7:30 am, prac 9, race 10. R & R Promotions. Info: 509/575-1843 Ross WA. Roberts.

May 12-13

IDAHO ANTIQUE AND CLASSIC RALLY
Caldwell, ID. Everyone is invited. All bikes or parts must be 10 years old or more, or no longer produced. Swapmeet on Sun, many other events. Info 208/459-8786 or 362-0319 Dick

AMA/D-36 NEVADA GRAND PRIX
Virginia City, NV. All classes, no minis. $15,000 in prizes, contingencies and cash. Finisher pins. AMA/D-36 points. Race at 11 am Sat, 10 am Sun. Spark arrestors reqd. Entry $35, $50 post. $70 cash class. Entires accepted 4/1-5/1. 4400 rider limit. Info 702/322-8083 or 849-0185.

May 13

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AL. End of W. Dimond Blvd. off of Jodphur Rd. All classes, includ. 3-wheel. 33% trophs, 100% Pro pb, gate 8 am, sign-up 9, prac 10:30, race 11:15. Entry $25 Pro, $15 all others. $3 gate. Alaska Motorcycle Racing Assn. Info Richard Butler 907/333-5033.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd. avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 9135. Info 213/881-5778.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4769.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison, TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concesions, camping. Gate 7 a.m., prac 8:15, Nov. race 9, Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

H.O.G. FIELD MEET AND RACE
Devil's Bowl Speedway, I-20 east at Lawson Rd. exit. Dallas, TX. Field meet 10 am, ½ mile dirt track race 1 pm. Harley Owners Group. Info 414/342-4680.

NMA ARIZONA QUALIFIER
Canyon Raceway, Phoenix, AZ. 1 ½ mile west of 99th Ave. and Carefree Hwy. All classes. 33% trophs, 100% Ex. pb. Gate opens 7 am, prac 8. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

TEXAS WACO MOTOCROSS
Waco MX Park, Waco, TX. 9 miles east of Waco on State Hwy 6. All classes. Trophs to 5, black dirt, "blue groove" MX club. Sponsored for fun. Gate opens 8 am, prac 9, race 10. Entry $10 per class, $3 gate, over 60 and under 6 free. Waco Eagles M/C. Info 817/752-5094. (Steve Brown).

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. I-5 to west on Hwy 126. All classes, includ. ATV. 30% trophs, $1000 purse to Pros. Gate 7 am, prac 8, race 9. Entry Ama. $15 mail, Pros $20, by mail. Add $5 for post entry. Budweiser Spring Classic. No memb. reqd for D-37 card. Info 818/881-5778 (Shirley Shore).

AMA-38 DESERT RACE
Plaster City West. Classes: Beg., Nov., Ama, Exp 125, 250, Open; Vet (30 plus) all, Sr (40 plus) all. Finisher caps, 20% trophs, free beer to finishers, restroom, silencers reqd. BLM approved. Prac Sat., race Sun. D-38 Desert pts. Sign-up: Sat 4-?; Sun 6 am, riders meeting 7, race 7:30. 10, 20 mile loops. C/M Cycle Team 200. Entry $15 each racer. Fudpucker Racing Team. Info 619/427-5759.

AMA NATIONAL HARE SCRAMBLES
Soggy Dry Lake, limed from Y Cafe in Lucrene Valley, CA. All classes, finisher pins. 15% trophy, Hi-Point company other prizes. Five, 22-mile loops; tingencies, Beg., women and Nov., go 3 loops. Grand Prix finish. Rescue 3. Start 9 am, entry $16. D-37 Prairie Dogs MC. Info 714/848-7970 (Ken or 630-1877 (Brent).

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes. 30% sptsmn trophs, 100% Pro pb. Gate opens 6:30 am, prac 8:30, race 9. Entry $15, $20 Pro, $5 watch. Info 415/671-7859 or 634-3328 (Tom).

AMA/HI-POINT NATIONAL HARE SCRAMBLES
Soggy Dry Lake, Lucerne Valley, CA. All national classes. 15% trophy, D-37 pts. Hi Point gift certificates for top 5 in each national class. AMA member reqd. Five, 22-mile loops. Beg/Woman, Nov. go three. 9 am start. Rescue 3 on hand. Hosted by the Prairie Dogs. Entry $16. Info 714/848-7970 (Ken Jose).

CMC CALIFORNIA SERIES MX
Sprocketts Park, Bakersfield, CA. Hwy 99 to Bkfld. Hwy 58 east to Mt. Vernon, north 4 miles, then follow signs. All classes. 33% trophy to sptsm, 125% Pro pb. Sponsor giveaways for event and overall position per event. Gate opens 6 am, prac 7-8-15. Race 8:30. Entry $15, $20 Pro. Sponsored by Dr. Pepper and Answer Prod. Part of San Joaquin Valley Series. Info Rick or Laura 805/834-0284.

CALIFORNIA FLAT TRACK DOUBLEHEADER
Lodi Cycle Bowl, Lodi, CA. Morse rd, between Armstrong and 8 mile rd. All classes, 80-500cc. Prac 9-10:30 for ST, race 11. TT sign-up till 12:30, prac after ST, race approx. 1:30. Entry $10 $13 Semi-Pro. Info 209/368-7182 or 931-3722.

NDMA NORTH DAKOTA MOTOCROSS
Riverdale, ND. All classes. 200% Pro pb. Entry $1- Pr, $7.50 A, $5 B. Races start 1 pm. Info 701/227-1135 Jim Peters.

TEXAS MOTOCROSS
Longview, TX. 5 miles west of Longview, off I-20 on Tex. Farm Rd. 2011. All classes includ. 4-stroke. Trophs to 5. $1005 Exp purse (15 min. class). 100% Pro pb. Concessions. Gate opens 7 am, prac on Sat. before. Entry $10, $20 Pro and Exp. East-Tex MX Park. Info 409/248-2700 (Fred Heinkel).

TEXAS HALF MILE
Devils Bowl Speedway, Dallas, TX. Pro-Am $1000 to win 100 lap main event. AMA-sanctioned, run with Harley Owners Group rally on Sunday. Prac noon, races 2 pm. Info Bob Bagwel 817/488-9133.

BAJA CALIFORNIA GRAND PRIX
Baja California, Mexico. Hilltoppers Rosarito Beach 100. All classes. Entries from March 19 to April 30. 20% trophs. Free camping on the beach. Entry $25 by mail; $35 post, $60 pro. $2000 Pro race following. SRA sanctioned pts. event. Info 213/428-4971 or 714/898-4557.

CMC CALIFORNIA MOTOCROSS
Hollister Hills, CA. Hollister Hills SVRA. Hwy 156 into Hollister, follow signs to SVRA park. All classes plus 3-whlrs. 30% trophs, 100% Pro pb. Gate 7 am, prac 8, race 9. Entry $15, $20 Pro. Info 209/673-3146 or 408/637-3874 (Pat Pipes).

May 17

CALIFORNIA TOUR
A tour of the Carnegie State Vehicular Recreation Area and the Frank Raines Off-Highway Vehicle Facility will be conducted. Info 916/322-9619.

May 18

CALIFORNIA MEETING
The Off-Highway Motor Vehicle Recreation Commission meeting will be held in the City Council Chambers, City Hall, 801 North 1st St., San Jose, CA. Beginning at 8 am. Info 916/322-9619.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126 All classes includ. ATC and Ody. 30% trophs, $15 pb to Pros. Gate opens 5 pm, prac 7, race 8. Entry $13, $20 Pros. Memb. reqd. ($20). Info 818/881-5778 (Shirley Shore).

May 19

CALIFORNIA VINTAGE MX
Saddleback Park, Orange, CA. Classes: Nov, Int, Exp. 1st annual Saddleback MX California State Championships. Vintage MX races are for any brand 1976 or older. Get your CZs ready. Info SMX office 714/831-3482.

IDAHO SHORT TRACK
Boise, ID. OMC Raceway, on Cartwright Rd. off Bogus Basin Rd. at sign. All classes. Sign-up 5 p.m., prac. 6:30, race 7:30. Entry $10, $15 Pro. Owyhee M/C. Info 208/888-7357 or 342-7439.

NMA ARIZONA QUALIFIER
Firebird Int'l Raceway, Chandler, AZ. I-10 to Maricopa Rd. All classes. 33% trophs, 100% Ex. pb. Gate opens 4:30 pm, prac 6. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

May 19-20

TEXAS SCHOOL AND ROAD RACE
Oak Hill Raceway, Henderson, TX. Go east of Henderson on Texas Rt. 43 approx. 3 miles to gas station, go north 2 miles to track. Classes: Prod, Superbike, GP and Vintage. Prac 9 am, race 12 noon. Central road Racesr Club. WERA sanctioned. Riders' shcool on Sat., Regional Sprint on Sun. Info 803/784-3105 or 713/342-1902.

AMA PRO-AM ROAD RACE
Sears Point Int'l Raceway, Sonoma, CA. Hwys 37 and 121. Classes: Superbike, Formula 2, Amateur classes. For ticket info 707/938-8448.

May 20

3RD ANNUAL RACECRAFTERS ROCK STORE RUN
Start at Racecrafters, 16304 Hawthorne Blvd., Lawndale, CA. Free T-shirt and door prizes. This is a customer appreciation fun run. Sign-up 8-8:45 am, run starts 9. No entry fee. Info 213/370-5553 (Gary Smith).

DINOSAUR TT SCRAMBLES
Perris Raceway, Perris, CA. 91 Frwy to 15 Elsinore. South 20 miles to Hwy 74, left 8 miles to Ellis, left to Burton. All classes. Four strokes only. Sign-in 7 am, prac 8, race 9. No memb. reqd. Long track. Silencers reqd. 3 class C-style number plates reqd. Entry $14. Dirt Diggers M/C, AMA sanctioned. Info 714/895-2030.

CALIFORNIA FLAT TRACK DOUBLEHEADER
Lodi Cycle Bowl, Lodi, CA. Morse Rd., between Armstrong and 8 Mile Rd. All classes, 80-500cc. Prac 9-10:30 for ST, race 11. TT sign-up till 12:30, prac after ST, race approx. 1:30. Entry $10, $13 Semi-Pro, $4 watch, $6 pit pass. AMA/D-36 sanctioned. No rider insurance. Info 209/368-7182 or 931-3722.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to first stoplight. Past stoplight 1 mile track on rt. side of Ave. T. All classes, includ. ATC and Ody. 30% troph, 15% pb to Pros. Free O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry $13, $20 Pro. Memb. reqd. Info Shirley Short 818/881-5778.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysvile, CA. Park entrance at 1st and F Street (south end of town). All classes. Prac 7:30 am, race 9. No pit bikes, parts in pits, concessions, CMC or AMA card accepted. Entry $15, $20 Pro, $10 ATV, $4 watch. Info 916/695-2727.

BRA SOUTH DAKOTA MOTOCROSS
Yankton, SD. All classes includ. ATC. Pro pb and pts fund, 33% trophs. Round 4 of South Dakota Gran Prix Series. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Pro, $3 non-memb. Info 605/348-8361 (Dale Friend).

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

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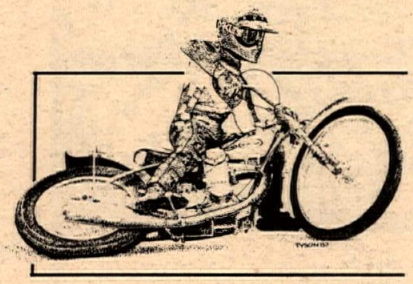

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2. Canyon Raceway — Phoenix, AZ, May 13th
3. Firebird Raceway — Phoenix, AZ, May 19th
4. Canyon Raceway — Phoenix, AZ, May 26th
5. Firebird Raceway — Phoenix, AZ, June 2nd

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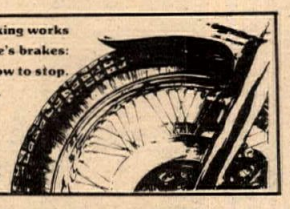

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191 Helen St. (P), Kingston, Ont., Canada K7L 4P5

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VISA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/ 565-2406 (Les), 619/448-7885 (Margie).

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. All classes. 30% trophs. Gates open 7 a.m., prac. 8, race 9:30. Entry $13, $20 Pro with $15 to p.b. $20 memb. req'd. Free O/N parking. Info 818/881-5778.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

IDAHO OMC MOTOCROSS
OMC Raceway, Boise, ID. On Cartwright Rd. off Bogus Basin Rd. at sign. All classes. 90% Pro pb, 33% trophs. Sign-up 8-9:30 am, riders mtg. 9:20, prac 9:30, race 10. Entry $10, $15 Pro. Info 208/286-7406 or 377-0409.

ROAD RUNS

May 5-6

AMA/D-37 PALMS TO PINES RUN
Tour will leave Palm Park, at the beach end of Santa Barbara St. in Santa Barbara (new Stearns Wharf). Ends at Willow Springs Raceway on Sunday. Finisher's pins, Sat. BBQ, Sun. Brkfst, race track entry, camping, prizes, tour maps, incl. Sign in 7-8 a.m., S/5 Palm Park. Entry: $20 pass, $25 rider. All post-entries $30. District 37 pts. Info: Marty 805/684-2998 or Kristine 213/256-4944.

May 6

H.O.G. SAN JOSE BREAKFAST
San Jose Hyatt, 1740 N. 1st Street, San Jose, CA. HOG's in a Blanket Breakfast. 10 am Sunday. Meet Miss Harley-Davidson. Info 414/342-4680.

May 12-13

IDAHO ANTIQUE AND CLASSIC RALLY
Caldwell, ID. Everyone is invited. All bikes or parts must be 10 years old or more, or no longer produced. Swapmeet on Sun, many other events. Info 208/459-8786 or 362-0319 (Dick or Lynn).

May 12

H.O.G. PRE-RACE RECEPTION
Queensway Bay Hilton, 700 Queensway Dr., Long Beach, CA. Adjacent to Queen Mary. 3-5 pm, Saturday. Meet Vaughn Beals and Miss Harley-Davidson. Harley Owners Group. Info 414/342-4680.

May 13

H.O.G. FIELD MEET AND RACE
Devil's Bowl Speedway, I-20 east at Lawson Rd. exit. Dallas, TX. Field meet 10 am, ½ mile dirt track race 1 pm. Harley Owners Group. Info 414/342-4680.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Top 20 District 36 Motocross Experts as of 4/1/84 By Jess Gallo

Robbie Hadlock	153
Alan Berluti	75
Jeff Cloutier	73
Tony Berluti	68
Tim Dyer	63
Rick Woodson	59
Chris Harjes	54
Tim Aston	52
Scott Rebuck	49
Rod Harriger	48
Al McElroy	48
Dan Dennis	44
Phil Debler	39
Steve Vlahos	37
Larry Dashiell	36
Ricky DeCarlo	36
Beau Hibdon	35
Dave Coupe	33
Eric McKenna	33
John Hallahan	31

Top 10 District 36 Mini Motocross Experts as of 4/1/84 By Jess Gallo

Chad Kay	30
Tige Brown	30
Gene Kay	27
Brian Elder	23
Mark Lawson	22
Steve Lamson	20
Larry Moore	15
Tony McGrath	13
J.J. Taylor	13
Shawn Wooten	13

Spillway Park Motocross Santa Maria, CA April 8, 1984 By Jim Pluhar

MINI NOV
J.R. Cecchetti
Michael Howland
MINI JR
Torey Rolland
125 JR
Todd York
Tim Pilg
Craig Kathary
125 INT
Shawn Wynne
250 INT
Mike Pryor
John Condon
250 JR
Jim Vaughan
Tim Pilg
OPEN INT
Craig Lane
OPEN JR
Peter Phillips
Tom Gin

D-37 MX Point Standings 1st quarter 1984

MINI
Gary Hedding
Thomas Major Jr.
Jerry McCluan
125 DIV
Tony Bienert
Sean Haworth
Kevin Case
Ricky Sieman
Brett Yaro
Eddie Metro
Allen Cambra
250 DIV
Shawn Mahn
Tod Sciacqua
Cal Stuebner
Scott Servell
Kenny Speas
Michael Peterson
Eric Metcalf
Tim Hanna
Robert Sehn
Jeff Barnard
500 DIV
Ronnie Gibson
Danny Sanchez
Bob Rutten
Clark Coleman
James Brown
Rob Lowe
Bob Alvis
VETS
Mike Boal
John Perry
Sam Groce
Andy Poole
Danny Sanchez
Tom Webb
Alan Gerkey
Michael O'Leary
Bill Howell
Jim Turner
Charles Beck
John Donaldson
Tim Joines
SR
Rick Sieman
Nate Sciacqua
Jim Learnihan
Danny Drew
John Tartaglia
Dennis Rosenberg
Jim Peterson
Roger Peterson
Ken Neal
Mike Yoachum
Don Hanna
Lynn McGraw
WOMEN
Karen Leitinger
Tam Tracy
Marlene Sciacqua
Roxanne Ray
Kitty Mayfield
Barbara Perry
Lisa Peterson
Natalie Stuebner
Debbie Mathews
Denise DeVines
Cori Rosenberg
Tami Rice
Linda Christensen
Patti Stuebner
Toni Marcdante
Shannan Boal
Robin Sauls

1984 National Hare Scrambles Point Standings (After 1 event)

OVERALL
Mike Melton
Kevin Hines
Geoff Ballard
M. Leeson
M. Rockets
John Martin
Darryl Kuenzer
Mark Hyde
Tony Mitchell
K. Stevens
86-125
Michael Leeson
B. Griffin
Matt Osborn
Bill Patridge
Rick Rueske
Bobby Thomas
Barry Jefferies
Tom Howard
Aaron Hough
Jack Penton
126-200
Stoney Mitchell
Mark Lambert
James Maltba
David Eddins
Gray Leonard
Benny Means Jr.
Mike McCarren
David Lappin
A. Conn
Bryan Stoughton
201-250
Geoff Ballard
Marcus Ricketts
John Martin
Darryl Kuenzer
Tony Mitchell
Gary Johnston
Ray Mungenast
Edmund Swearingen
Dwight Rudder
Todd Sandoval
251-OPEN
Mike Melton
Kevin Hines
Mark Hyde
Kevin Stevens
Mark Osborn
Tommy Harris
Paul Lemon
Keith Rodgers
Walter Whildin
Jerry Morgan
SR
Barry Higgins
Raymond Butler
Ralph Siebe
Don Thrasher
John Dyper
Dennis Wegner
George Skaggs
Jim Ford
George Dawson
Brad Schwab Jr.
SUPER SR
Jeff Smith
Dave Henry
George Singler
Joseph B. Morel
Johnny Lee
Richard Lenover
Bill Edmundson
Charles Galbraith
Bud Norton Jr.
Wolfgange Kruse
FOUR-STROKE
S. Wolfersberger
Gary DeBock
Kirk Hayes
Carey Stump
Gregory Teeter
Henry Stankiewicz
Paul Leclerc Jr.
Robert Buby
James Miller
Joe Heitsche

1984 Region 4 Enduro Results (After 2 events)

0-200
Rick May
John Fisher
Roger Cox
David Berry
Owen Davis
Jimmy Jones
Everett Shinault
Don Agnew
James Wells
Robert Zummallen
201-250
Dale Hulsey
Ralph Cooper
John Meyer
Rusty Reynauld
Chuck Cooper
Scott Ripley
Dane Marable
Mike Stanfield
Lee Cromwell
Gary Walkup
FOUR-STROKE
Bill McLain
251-OPEN
Gene Rampani
Robert Ripley
Mike Hart
Robert Caplinger
Mike Doughty
Roger Stone
Richard Smith
John Boreing
SR
Joel Dubose
Ron Meyer
John List
Jamy Ealer Sr.
Carl Donelson
Zahn Lewis
Michael Black
Melvin D. Smith
Jerry Harpole
Jimmy Flippin
SUPER SR
Paul Ellis
Don Barstow
Jerry Harpole
Carl Donelson
Sam Corca
Jim Letellier
Harold Newell
WOMEN
Carolyn Davis
Lauren M. Bickel
Brenda Stacy

1984 Region 2 Enduro standings (After 2 events)

0-200
Richard Dunn
Rony Hendon
Tim Amos
James D. Cross
Bobby Thomas
Bruce Beckwith
Sammy Paulk
Lewis Summer
Cliff Golby
Tim Howell
Randy Hanner
201-250
Allen Gravitt
Geoff Ballard
Burton Huff
Glenn Hollingshead
Allen Smith
Tom Krivi
George Burch
Bob Easter
Joe Laws
John Jowland
251-OPEN
James M. McRee
Alvin McCannon
Barry Higgins
Ronnie Deal
Chris Ratliff
Frank Price
Benny Galbraith
William Shelton
Marvin McCarson
Jim Shearer
FOUR-STROKE
Stanley Carlton
Claroy Phipps
Stanley Hinds
Jimmy Etheridge
D. Boswell
Mike Fair

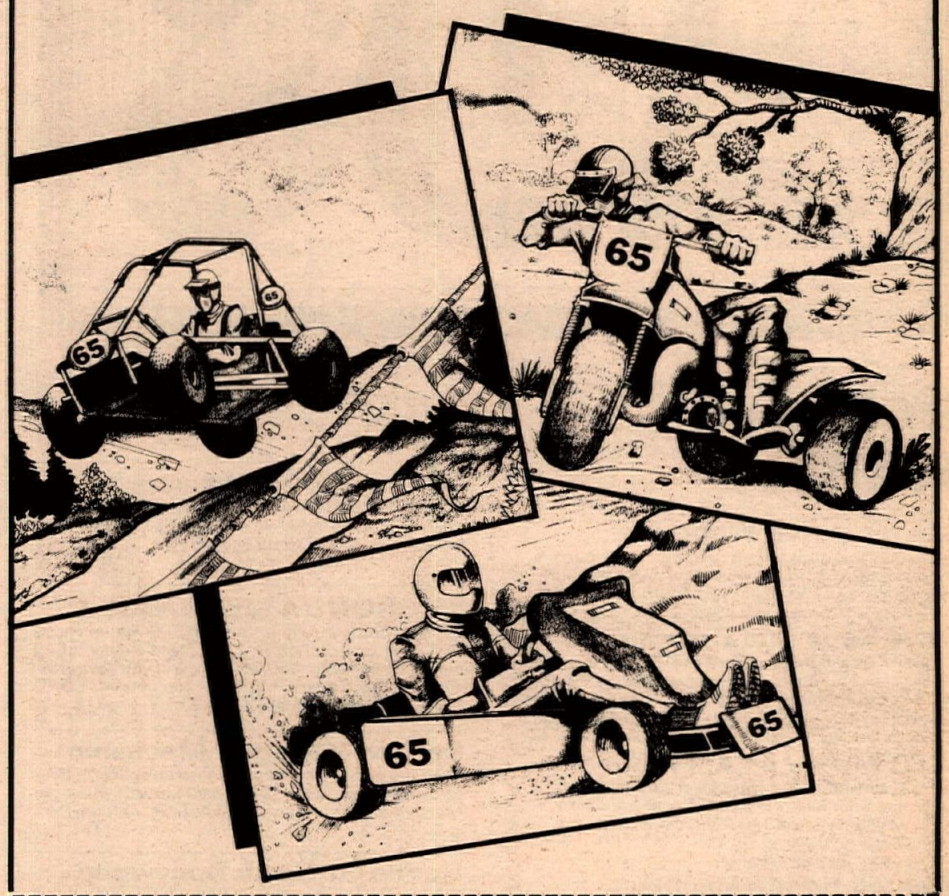
TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Poster Special!

$10 Value For Only $5

ATV News is pleased to offer these exciting, limited-edition, ATV Action Posters **absolutely free** with all new subscriptions, gift subscriptions and renewals. **ATV News** subscriptions are already a great value at only $5 for 12 exciting issues, but since the posters will be selling for $5 separately, there's even more value for your money! Don't take a chance of missing out on your choice of these handsomely rendered 11 x 14 prints on high quality stock. Use the handy coupon below to order a full year of exciting ATV action, and get a poster free! ATV Action posters are available separately for $5 apiece, $7.50 for two, or just $10 for all three. Spice up your living room today!



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City _____ **State** _____ **Zip** _____

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☐ **Send a gift subscription at $5 to:**

Name _____

Address _____

City _____ **State** _____ **Zip** _____

And with that gift send ☐ **me/** ☐ **them a FREE poster!**

I/They want the ☐ Three-Wheeler ☐ Odyssey ☐ Race Kart poster.

☐ **POSTERS Only, Please.**

$5 for one. Additional posters $2.50 each.
Indicate number of posters desired:

_____ **Three-Wheeler**
_____ **Odyssey**
_____ **Race Kart**

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Card # _____

Expiration date _____

Signature _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.

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OR CALL: (213) 595-4753 for MasterCard/VISA orders!

Canada and Mexico (1 year) 2nd class $10. Other foreign rates available upon request.
Check & Money Orders payable in U.S. funds.

WANT ADS

Help Wanted

Service Writer Wanted
Or clerical assistant for service dept. at Yamaha/-Honda dealership in Newhall. Pay commensurate with ability. Call Dick (805) 259-8500. (212/TFN)

Sales Reps And Distributors
Reps and distributors wanted in U.S. and Canada for European motocross products. MP IMPORTS, PO Box 962, North Adams, MA 01247. (413) 664-4974. (1/14/17NEX)

M/C Mechanic Apprentice
Experience and tools helpful. Must have mechanical ability and desire to learn. Room for advancement with busy shop. MOTORCYCLE CITY USA in sunny Mission Viejo. (714) 495-3352. (217/TFN)

Wanted Honda Mechanic
Minimum 2 years experience, must have own tools. Dealership in Thousand Oaks. Call Mark (805) 495-7079 or (818) 991-7499. (217/18)

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Parts and accessories sales and management, permanent position open to experienced, organized, self starter with multi brand growing dealership in sunny Mission Viejo. MOTORCYCLE CITY USA (714) 831-6804. (212/TFN)

Government Jobs. $16,559-$50,553/Year. Now Hiring. Your Area. Call (805) 687-6000 Ext. R-1299. (114/17X)

Service Manager Wanted
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Long Beach Honda Motorcycles Is Where It's Happening
We need one Salesperson that's got it all together. Must have motorcycle sales experience. All company benefits, absolutely one of the best pay plans in California. Call Carl Diamond, (213) 423-1433. (215/17)

Parts Manager
Parts and accessories, sales and management. Must have minimum three years of experience with Suzuki, organized, self starter, energetic, excellent with customers. Call Vic at Orange County Suzuki, 1995 Harbor Blvd., Costa Mesa, CA. (714) 646-2428. (216/17)

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Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

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Immediate openings. Tremendous opportunity for entry level position selling motorcycles, power products, and other recreational equipment. Successful applicants will receive extensive training to prepare for exciting sales opportunity. Some knowledge of motorcycles or previous sales experience would be helpful. If you have had some public contact and can demonstrate self confidence and communitive skills, please respond in writing. Manly Honda, 1612 Santa Rosa Ave., Santa Rosa, CA 95401. (217/18)

Mechanic Wanted All Brands
Experienced, with tools; wanted immediately. MOTORCYCLE CITY USA in Sunny Mission Viejo, Calif. (714) 495-3352. (205/TFN)

Mechanic Wanted
Experienced with own tools, wanted immediately. References required. Call Marvin at (619) 256-8418. (116/17X)

Anaheim Honda Kawasaki
Experienced mechanic and partsperson wanted. (714) 778-6700. (216/17)

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Honda of Hollywood is searching for a few good men. We need trained Honda technicians for immediate employment. Contact Tom at (213) 466-7191 Ext. 38. (216/19)

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Experienced Honda line mechanic. Permanent position, with one of the BEST pay plans available! All company benefits. $30,000 PLUS, if you're professional! See Service Manager for details. LONG BEACH HONDA, (213) 423-1433. (215/17)

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Needs two Honda technicians and one trainee. Full time, year-round work. Call Craig (818) 766-6134. (217)

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The Southeast's largest and most aggressive motorcycle dealership is expanding. We have immediate openings for motorcycle sales people, service managers, parts managers, parts counter help, service writers and factory-trained mechanics. We are looking for experienced, career-oriented people who want a future. We offer year-round employment with guaranteed salary cnd tremendous bonus potential. For immediate reply send resume to: Jim Walker, 2385 South Ridgewood Ave., Daytona Beach, FL 32019. R.C. HILL'S MOTORCYCLE CENTERS: Daytona, Orlando, Casselberry and Jacksonville. (2-17/19NE)

Parts Coordinator
Yamaha Parts Distributors, Inc., a subsidiary of Yamaha Motor Corp USA, has an entry level position open for a customer service rep/parts coordinator. Candidate should possess a general knowledge of M/C parts and have good written and verbal communication skills. Our compensation package includes: excellent salary and complete company paid benefits for employees and dependents which includes: Medical insurance * Dental insurance * Life insurance * Vision care. Please send resume and salary history to: Yamaha Parts Distributors Inc., 6555 Katella Ave., Cypress, CA 90630. (217)

Mechanic Wanted
Kawasaki Experience with own hand tools required. Ask for Len at NEWHALL KAWASAKI. (805) 254-2111. (217/18)

Service Manager Wanted
Contact Don at BELLFLOWER YAMAHA. (213) 925-5097. (215/TFN)

Champion Moriwaki USA
Is looking for a technically oriented sales rep to work at our Costa Mesa, CA. office. We sell High Performance M/C parts so knowledge in this area is essential. Call Whitney at (714) 642-2040. (217/18NW)

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Salesman, and mechanic to open a new franchise motorcycle dealership. Send resume or call Ron evenings. 73148 Adobe Cr., 29 Palms, CA 92277. (619) 367-3734. (317/18)

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Needed for small but busy ATC shop in San Diego, CA. Experience necessary. (619) 420-0510. (317/18)

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Honda motorcycle dealer needs experienced parts counter help. Full benefit package, vacation, insurance etc. Contact Jeff at Honda of Oceanside. (619) 433-6830. (217/18)

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Bultaco — Hodaka Parts
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Established European franchise. Great opportunity for fun and profit. Health forces sale. Contact P&B P.O. Box 9364, Marina Del Rey, CA 90291. (216/TFN)

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Factory team colors, $200. (818) 574-0714 after 5pm. (316/17)

'83 Interceptor Superbike
Built for racetrack, street legal, very fast! Too many extras to list. $4700/OBO. (818) 574-7625 weekdays, (818) 574-0714 weekends. (316/17)

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Excellent condition. Completely stock. $1350/OBO. (714) 682-6525. (116/17)

TZ 250G - Race Ready
Morris Mags, Brembo Brakes, C&J Frame, Toomey Pipes. This is the fastest "G" model around. $3200/OBO. Call Steve (213) 964-6085. (116/19)

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1984 Honda Interceptor
(All Sizes) in stock available for immediate delivery. Williamson Sports Motors Inc., P.O. Box A, Mill Hall, Penn. 17751-0070. (717) 726-3343. (216/17)

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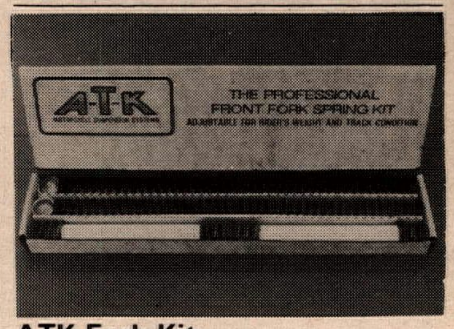
Complete Video coverage. Next school; May 5 & 6. Reservations required. (714) 780-8261. (115/17)



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All set up for racing. Fresh motor, Dellorto Carb, Grimeca Brake, the best of everything. Very, very fast, $200/OBO. (415) 790-3761 or (415) 791-8016. (115/18)

1100R REPLICA: Full fairing, new, fits 750, 900 & 1100. $200 or trade for hot street cams for 900F. (312) 656-6520. (3/15/17NE)

Brake Relining For Dirt Bikes
Long lasting progressive braking you can depend on wet or dry without abnormal hub wear, send shoes and $14.00 (return postage included) to Cycle Concepts, 140 Columbia Rd., Windsor, CT., 06095. (203) 242-3812. (113/17)

Dico Trailers
Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

Sale★Sale★Sale
New H-D 125, 175, and 250cc * Lightweight parts * Bridgestone 350cc, 5 speed with extra motor, $500. * Hard to find Matchless, BSA and Triumph parts * 1973 H-D XR750, 1974 H-D 250MX * RPM X1000 Motorcycle Dyno, Complete with cooling fans. A steal at $1200. * Call Mon.-Sat. (805) 325-4714 or (805) 323-3146. (215/20)

Reward
For return or information to the recovery of Randy Tritlett Leathers. Last seen at Ascot TT Nationals April 7. Any information (612) 888-6605 or (612) 645-8443. (316/17)

Motorcycle Mechanic Training
Our 1-year program features low tuition, financial aid, excellent facilities and job placement assistance. New sessions begin July 12 and October 3, 1984. Contact Southeast Community College, 8800 "O" St., Lincoln, NE 68520, (402) 471-3333. (213/35/NW)

★★1984 Pro-Cycle KTM's★★
See the new KTM's at So. Cal's #1 KTM dealer. Largest KTM parts inventory with daily UPS service. PRO-CYCLE KTM, 1265 Lincoln, Anahiem, CA 92805. (714) 772-8170. (245/TFN)

'77 YZ 250 Flat Tracker
Shell frame, Marzocchi Forks, Barnes wheels, Grimeca Brakes, Bill's Pipe, Dannenberg porting, Magura controls, all parts new, many spares. $1300 firm. (818) 843-5959. (115/17)

Speedway Weslake

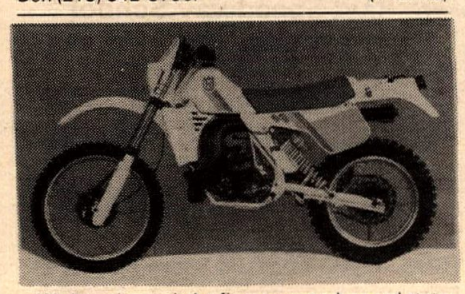
Jawa frame NEB new tires, fenders, GTS Renthal, excellent shape, lots of chrome and Imron 3 piece oil ring, fresh motor, Mikuni, $2100. (714) 673-2549. (116/17)

1972½ TRIUMPH T120RV, last of the 650's, super clean, $1800? 1970 BSA B50T, complete less lights, $350. 1969 TRIUMPH TR25W, 90% restored, offers. Ask for Mike (415) 829-6091. (115/17)

Want to sell your motorcycle???

For cash. Call (714) 831-6804. (212/TFN)

TRADE TWO Husqvarna 125's, Triumph 550, parts, stereo, gardening equipment, etc. Prefer decent trials bike, minor work okay, or? Let's talk — Don (213) 842-3796. (116/18)



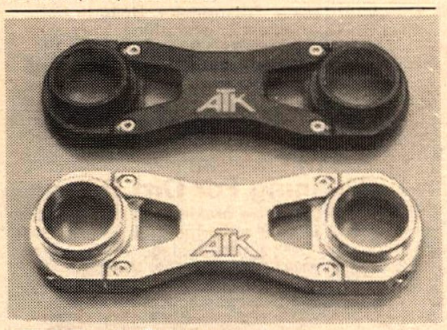
We have in stock the finest most advanced state of the art Enduro bikes ever made. All liquid cooled in two sizes. '84 500 XC's and CR's also available. Bill Saltzman Motorcycles. (818) 337-6811. (216/17)

Needed for 1967 Suzuki S-32

(150cc) Engine, top end serviceable condition. 2 cylinders, 2 pistons with rings. Call Steve (415) 924-0327. Tue-Sat 9-5. (312) 525-7705. (316/18NWX)

'82 480R Honda

White Bros. Suspension, new rear tire, bought in '83, excellent condition. $1200/OBO. (714) 627-7963 or (714) 866-7116. (316/17)



ATK Fork Brace

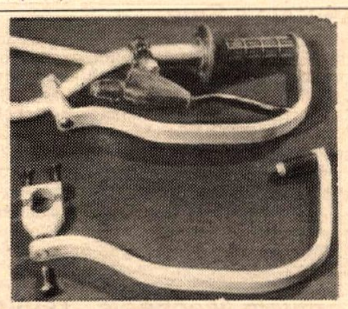
The best Fork Brace on todays market. Favorably tested in magazines and endorsed by Calif. Superbike School. Available for Harley Davidson, Honda, Kawasaki, Suzuki and Yamaha from 1976 up. Installs in a few minutes, see your dealer. $69.95, Visa/MC or COD. ATK LEITNER CORP. 2650-C Walnut Ave.,Tustin, CA 92680. (714) 731-5114, call toll free outside CA. (800) 854-4023. (215/17NW)

'81 Ducati 900 SD Darmah

New in '82. Only 8K miles, Very good condition. $3400/OBO. Mark (213) 379-6978. (316/19)

Wanted Interceptor Rear Wheel

Or reasonably priced mag to fit CB1100F rear. Call Russ at (206) 789-6660. (316/17)



Tight Woods Brush-Gards Guaranteed Unbreak. $39.95

All aluminum components PRECISION MACHINED from high-strength extruded alloys to provide a lightweight, rigid, and trim package. Features include hardened bolts, reusable expansion anchors, non-glare finish, and free tools with each pair. Only 21 ounces per complete set! At your dealer or manufacturer direct. FREE SHIPPING ON PREPAID ORDERS (within Continental U.S.). Contact ENDURO ENGINEERING, INC., 3175 Stoneschool Road, Ann Arbor, MI 48104. (313) 971-3683. (116/17NEX)

★ KTM ★ KTM ★ KTM ★

SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

Wanted: Star D.O.T. Helmets

Will trade new Star or Tour Star Helmet for used but undamaged Star D.O.T. Helmets produced between 3/74 and 8/75. (on chin strap) Star D.O.T. marked on rear I.D. sticker, there will be no Snell Sticker. Call (213) 921-9451 Ext. 251 between 7:30am and 4:00pm. (214/TFN)

V65 Magnas and Sabres

In stock available for immediate delivery. Williamson Sports Motors Inc. P.O. Box A, Mill Hall, Penn. 17751-0070. (717) 726-3343. (216/17)

1980 XR750 Harley Davidson

Axtel Heads, Lawill Cams, Del Orto Carbs, Champion Frame, Ceranni Forks, much more. $5000/OBO. (209) 524-3812. Ask for Mike. (314/17)

Replica Leathers T-Shirts

Authorized replica of riders leathers, including sponsor patches: Roberts, Spencer, Sheene, Mamola, Hailwood. $16.00/each/plus $3.00 shipping, COD. QUADRIFOGLIO, 5745 N. 11 St., Phoenix, AZ 85014. (602) 265-5846. (316/17NW)

'83 Honda CR250 CR 480

250 Fox Twin Clicker. New top end $950. 480 very clean, hardly ridden, $1500. (805) 824-2813. (116/17)

Dymags-Factory Team's Choice

The finest magnesium wheel in the world. Why compromise? We are the exclusive U.S. distributor for Dymags, and have lots of wheels in stock. Street or race. 16" or 18". Pittsburgh Performance Products, S64W31751 Hwy X, Mukwonago, WI 53149. (414) 392-3170. (1/16/17NEX)

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Like new, never raced, 4000 miles, $2,900 or offer. (312) 365-2583. (3/16/17NE)

1982 RM 465 SUZ Bought 9-83

Good condition, injury forces sale. $850/OBO. Call Andy. Also size 11 Gaerne Boots, white, worn once, $130. (714) 761-8619. (116/17)

'82 KTM 250

Excellent condition, extras. Must sell, $900/OBO. (213) 869-0304. (116/17)

New Rifle "Nightflight" Fairing

Designed for Honda Nighthawk, Shadow, Magna, Sabre,a nd Ascot. 14½" wide, 3 lbs., tinted windshield. Black or silver: $79.50. Colormatch: $89.50. RIFLE FAIRING, RT 1, Box 8, Paso Robles, CA 93446. (805) 239-4235. (216/NW/TFN)

$75000 Portfolio Available

Want motorhome, team van, box van, bus. Will offer up to double value of vehicle. Same on enclosed trailer. (714) 980-3212. (116/18)

Racers Choice

Fulfill your needs. Top quality accessories at unbelievable savings. Call today and start saving money instead of spending it. (714) 754-7305.(216 & 18)

CRF KTM 125 Engine Kit

This Hi Performance KTM 125 Kit will improve your lap times by 4-5 seconds. Retains the easy to ride Powerband with more punch everywhere. 100% Performance Guaranteed. Kit consists of: Rocket Pipe, 8 Petal Hi Flow Reed Kit, 36-37 Prejetted Mikuni. Available separately and porting for 125 is $75. 250 MX/MXC Kit also available. Crotch Rocket Factory, (805) 683-1426. Retail Dealer inquiries invited. (216/17NW)

'83 Honda CR480

Absolutely like new, less than 10 hrs. $1600. Three rail trailer, like new $150. (714) 924-4774. (116/17)

MOTORCYCLE PRODUCT QUALITY ANALYST

American Honda has a current opening in our Product Quality Information Department.

Responsibilities will include analyzing, prioritizing and reporting product technical problems to Japan. Will also report and evaluate factory solutions for existing problems.

Requirements include a minimum of 2 years experience in a motorcycle dealer/distributor environment. College/technical school required along with basic technical knowledge. Computer experience helpful.

American Honda offers a competitive salary, complete company paid benefits program and an opportunity to be associated with a leader in the industry. For confidential consideration, please send resume with salary history in confidence to: Wendy Wolf.

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(Prices too low to print in Cycle News)

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CALL FOR PRICES

Incredible Deals on '83 Husqvarnas. The price is a deal, but it's the Husqvarna that makes it incredible.*

Sure, you could buy any one of a dozen different closeout motorcycles and get a deal. But for a limited time you can get a deal that's incredible. A deal that'll put a smile on your face and a world class Husqvarna between your knees. We've got a VERY LIMITED supply of 1983 250CR and 500CR machines available at "last chance" prices AND with some special "goodies": • *Buy a new 1983 250CR for $1995. and we'll throw in a 1984 update kit—FREE. Update kit includes tank, seat, side covers, and decals.*

• *Buy a new 1983 500CR for $2495. and you get the '84 update kit plus a free six-speed transmission.*

Either way, you'll own one of the most powerful and versatile motorcycles on earth—capable of winning at Motocross, Desert, Cross Country, or Hare Scrambles.

PLEASE DON'T WAIT. See your Husqvarna Dealer today. There are only a few machines left. And you know how hard it is to catch a Husqvarna once it gets out of your Dealer's Showroom.

The only place you'll catch it then is in the winner's circle—where *you* belong.

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Morris Mags for TZ-250 WM-4X18 front WM5X18 rear $240. each. TZ-250G crank $180. Lectron 36mm Powerjet $60 each. Non-Powerjet $50. TZ-250E with new (unfretted) cases converted to TR3 350cc, $1300 with ignition. Extra TR3 350 cylinders with Nixasil Bores $240. each. Mahle TZ-350 Pistons w/rings (forged!) $100. each. Spare ignition w/box $240. After 6pm (213) 379-1441. (116/17NW)

CZ — Jawa — Babetta

Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

Super Pro II

New model! Constant readout of next possible CHECK location plus other new features. Used by most of the National Top ten. $225. Upgrade earlier models to latest specs. $40. At your dealer or order direct. Call for FREE catalog. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445, (504) 882-3107. (204/NSE/TFN)

1981 Suzuki DS80 small childs dirt bike, little use, $400/OBO. (818) 573-9019. (117/18)

Aspencades and Interstates

In stock available for immediate delivery. Williamson Sport Motors Inc. P.O. Box A, Mill Hall, Penn. 17751-0070. (717) 726-3343. (216/17)

New Husqvarna's in stock now!

At least 50 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR or 250-XC; $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; 500-CR: $1995. 1983 250-WR; $2295. 1983 430-WR; $2595. 1983 500-CR & 500-XC; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)

Weekender's Delight

Lucerne Valley, CA: 3 Bedroom home on 10 acres, water, generator (totally self-sufficient). Soggy Dry Lake in view. Must see, $48,000. terms. (619) 868-5418, after (316/19)

1984 HON CR500R Brand New

Trailridden once, moving, must sell. Excellent, $1950. (213) 473-3289. (117/18)

Yoshimura Buddy Bag

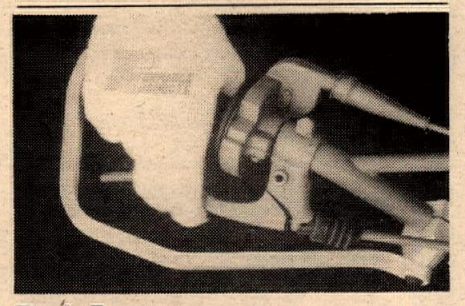
Now in stock! Our famous heavy duty, water resistant Cordura Nylon bag with built-in bungee cords which zip hide when not used. Dual compartments, holds helmet and more, easy tote handle and detachable shoulder strap. $69.95. Visa and MasterCard. Toll free (800) 634-9166 or (714) 628-4722 in CA. Yoshimura R&D, 4555 Carter Court, Chino, CA 91710. (216/17NW)

Honda Gear - Brand New

O'Neal Jersey (L) Pants (34) Fox Gloves (M) Bold Belt, 2 sets shoulder pads, sox, visor, $150. (213) 443-6737 eves. (117)

'80 YZ250 fast and clean $650. '78 Yamaha SR500 better than new $850. (714) 960-0897. (116/17)

WANTED: 370 Bultaco up pipe, large gas tank, Frontera or plastic, 40mm forks. Call after 5 EST, (313) 388-3272. (3/17/19)



Bark Busters

Special design preferred by ALL National riders. The ONLY handguards with an attractive brushed finish and UNBREAKABLE, GUARANTEED. $49.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. BOX 1294N, Lacombe, LA 70445. (504) 882-3107. (204/NSE/TFN)

**** Hodaka Parts ****

Shipped ANYWHERE! UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 840-6632. (234/NW/TFN)

Pro Circuit '84 125 Suzuki

Porting, pipe, carb, good condition, must sell, $1300. After 3 p.m., Jim (714) 970-6787. (117)

1980 SUZUKI RM125 frame only Good condition with title, $50. (619) 245-7248. (117)

1984 KTM 125

Looks good, runs great, pipe, suspension mods. Many extras, take over payments. (619) 245-7248. (117/18)

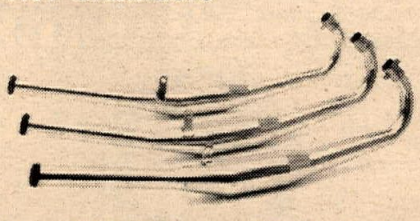
Make Offer * '83 Maico 490

Fork shock mods, maintained, clen, set up for 180 lb. rider, riding gear included. (714) 599-8146. (317/18)

2 Yamaha 400YZ & 125 ATC

Both clean in excellent shape, many extras, must sell both, $1500. (213) 399-4068 or (213) 396-2065. (317)

TNT Chambers



Kawasaki Triple Street and Racing Chambers $179.95. Yamaha RD's Street and Racing Chambers $129.95. For ordering only call, (800) 821-1205, For technical information call, Hot Bike Engineering (415) 657-3864. We ship UPS/COD. (215/NW/TFN)

1980 IT250 Yamaha

Original condition, low time. (213) 848-1976. (114/18)

L.A. Off Road M/C Dealership

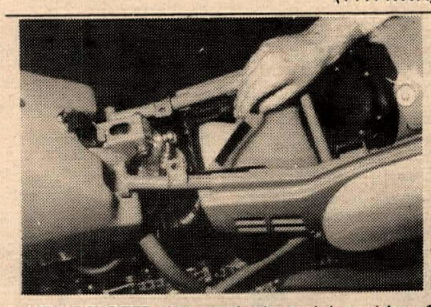
Established European franchise. Great opportunity for fun and profit. Health forces sale. Contact P&B, P.O. Box 9364, Marina Del Rey, CA 90291. (114/17X)

'82 KTM 495 - $1500

Like new, all shock mods, big tank, skid plate, extra parts. Call now. Will deal. 8am to 5pm. (818) 767-1707. (315/20)

For Sale RPM/Scott Yamaha

Knight Framed 250 with ST and mile cylinders. Also Cheney framed Yamaha with spares. Proven expert winner. Will consider trade for Rotax 500 or ride on national circuit. (816) 233-0952. (117/NWX)



NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

TZ-250 'D' Top End

Low miles, Kanemoto Pipes, $200. (415) 887-3367 days. (317)

82 Husky XC 250 Desert Rocket

Bought new in '83, play-ridden only, trick airbox, Reed, pampered. Fullerton area. Leave message. $1170/OBO. (714) 525-6811. (117)

'83 KAW KX250 $1200/OBO

Excellent condition, original tires and chain, must sell. Days (213) 988-0112. (117)

Brembo

Simply The Best!

Total hydraulic braking systems. Calipers, Master cylinders, Disc. pads. Street & Racing. If you are not buying BREMBO, you are paying more for less. BREMBO BRAKES, P.O. Box 730, Kenwood, CA 95452. (707) 833-2622. (250/NW/EOI/TFN)

'84 Yamaha YZ 250L

Ridden five times, stored 6 months, must see $2000. YZ490J, stored 1 year, $1100. Excellent condition. Eves and weekends (818) 790-4220. (117/19)

Technical Knockout

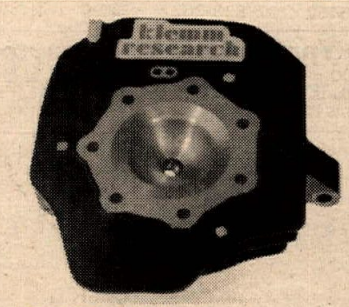
DC Pro delivers a one-two punch for your motocrosser. Style and function hit home for the unbeatable combination. Disc Brake Guards $17.95, Sidepanels $24.95, Radiator Scoops $16.95, Super Flow Plate $14.95, Fenders $15.95. Available for most models in whkte, red, yellow, green and black. See your dealer or contact: DC PRO, PO Box 7191, Riverside, CA 92503. (714) 351-0633. Visa/MasterCard accepted. (214/EOI/TFN)

'83 CR480R

Old timer retires. Simon link, Clark tank, excellent condition. $1375. (408) 394-6284. (117/20)

Triumph 1979 Bonneville

UK Model with large tank and fork gaiters. Under 6000 miles. Excellent, $1395. Will talk. Call eves. Mountain Time (303) 694-6229. (117/18)



Stop CR500 Pinging

The installation of a different carburetor will not fix the CR500 detonation (pinging) problem. Installing a second head gasket reduces power and still doesn't eliminate the cause of the detonation. The dome in the head is the true culprit. Klemm Research changes the squish angle and squish clearance as well as the overall head volume. The end result is easier starting, improved tractable power in all ranges, and best of all no pinging. Cost is $75.00. For more information please contact Klemm research, 2761 E. Regal Park, Anaheim, CA 92806. (714) 630-9420. (216/17NW)

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Per word ..... 50¢
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Blind Box Service Charge $5.00

CREDIT CARD LIMIT
MINIMUM $5.00 PLUS .50
POSTAGE and HANDLING

213/427-7433
No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE

Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

NATIONAL RATES
(Cycle News/West and Cycle News/ East)

PRIVATE PARTY

Per word ..... 45¢
Headline in bold type ... $5 extra
Photos (No larger than 5x7)... $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERCIAL/HELP WANTED

Per word ..... 95¢
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PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

Please run my ad ___ weeks in West
Please run my ad ___ weeks in East

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PRINT BOLD HEADLINES HERE — EXTRA (leave spaces)
Bold Headlines do not count towards want ad word count

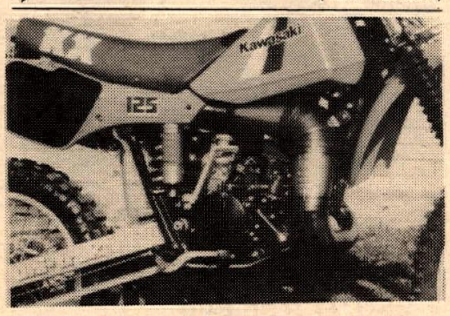
Want Ad minimum...$2.50

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52	53	54	( )	55

Cycle News cannot be responsible for illegible phone numbers. **Area Code/Phone No.**

500 Can-Am flat track & TT bike
Woods engine, Lillie built, Boss frame, Grimeca brakes front rear, wide rims. National expert motorcycle. (214) 241-5369. (1/17/18NE)

Honda Horsepower
CB900F Stage 3+ Racing Engine, 132 BHP on Ontario Moto Tech Dyno. Complete with carbs and exhaust. Details, see Motorcyclist, July 1982. Over $7000 invested, sacrifice $3000/OBO. Call WLT Racing, Larry or John, (213) 323-8314. (117/18NWX)



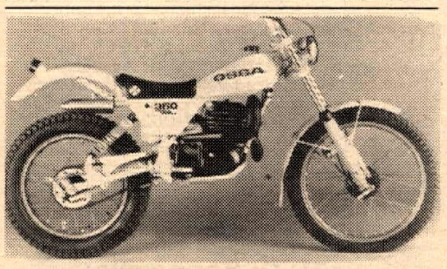
PSI's '84 KX 125 "Hot Pipe"
Renders The Competition Powerless! PSI's KX 125 "Hot Pipe" won more moto's than all others combined in the Florida Winter Series. Used and endorsed by Team Green Riders. Fly 1st class to the Winners Circle! This pipe pulls hard and revs longer for maximum performance. Unequaled power when used with PSI's "Power Boost" Porting. In stock same day UPS! Pipes $129. Porting $125. PSI INC. (414) 554-5192. (117/NEX)

CB 900 F & CB 750 F Parts
CB900F cylinder head ported by Ontario Moto Tech used twice, porting retail $510. Cylinder head $619. Special price $500. CB750F cylinder bored to 874cc with new Ontario Pistons $500. Call WLT Racing, ask for Larry (213) 323-8314. (117/18NWX)

1 Day Motocross Clinic — Sat. May 12, 1984
At SADDLEBACK PARK, 8 a.m.-3 p.m. *Only 20 riders will be accepted* — $75.00 — ALL DAY FEE INCLUDES: *Training and diet tips for 40 min. Motos. *Double and triple jump sessions. *Stutter bump and Berm techniques. *High protein lunch. *FREE Marty Smith T-Shirt. FREE entry into park. For further information, CONTACT: MARTY SMITH MOTOCROSS CLINIC, 4377 Temecula St., San Diego, CA 92107. Hours: 9-5, Mon.-Fri. (619) 222-3027. "YOU MUST FURNISH YOUR OWN MOTORCYCLE." (217/18)

Attn: Leaky Maico Owners
If your '83 or '84 counter shaft leaks you can now buy a seal kit to stop those puddles in your garage. $24. + COD. (408) 438-2289. (217/18NWX)

Clearance
New 1974 AJS 250 Stormer, 1978 Bultaco Metralla, 1980 Moto-Morini 3½ Sport & Strada, 1981 Moto-Guzzi Monza and 1982 V50 III, 1982 Bultaco Sherpa T and Moto-Morini Camel. MOTORSPORT, 6115 Gravois, St. Louis, MO 63116. (314) 481-7983. (1/17NEX)



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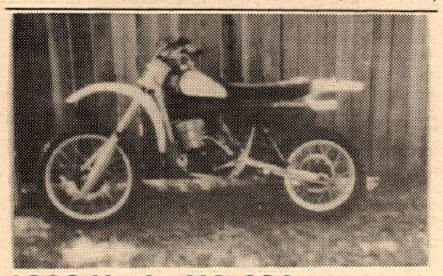

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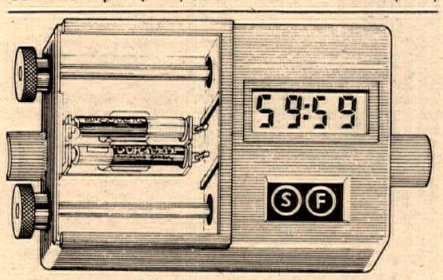

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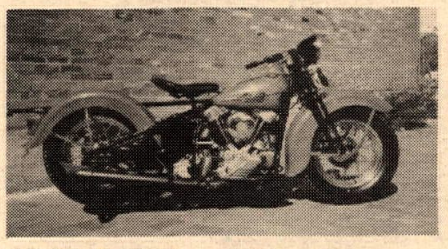

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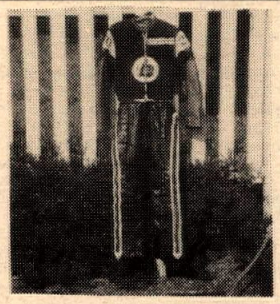

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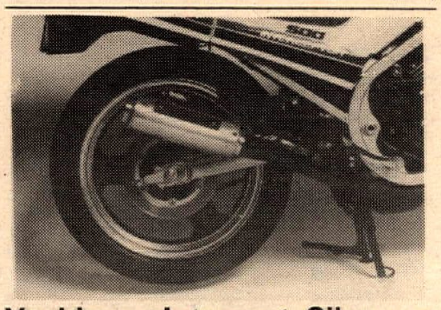

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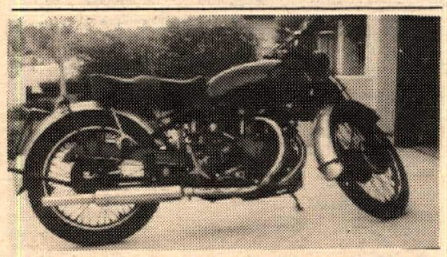

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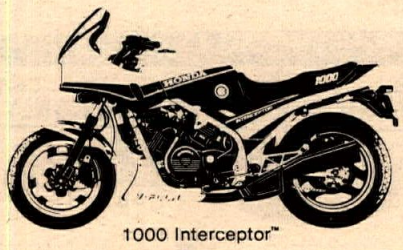

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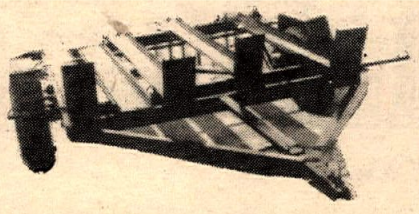

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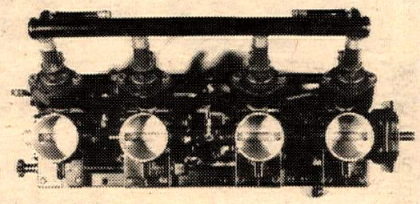

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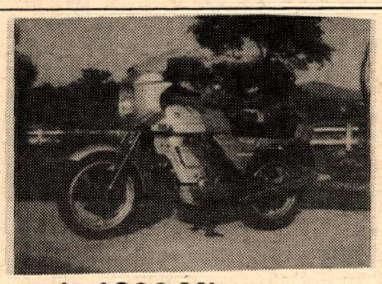

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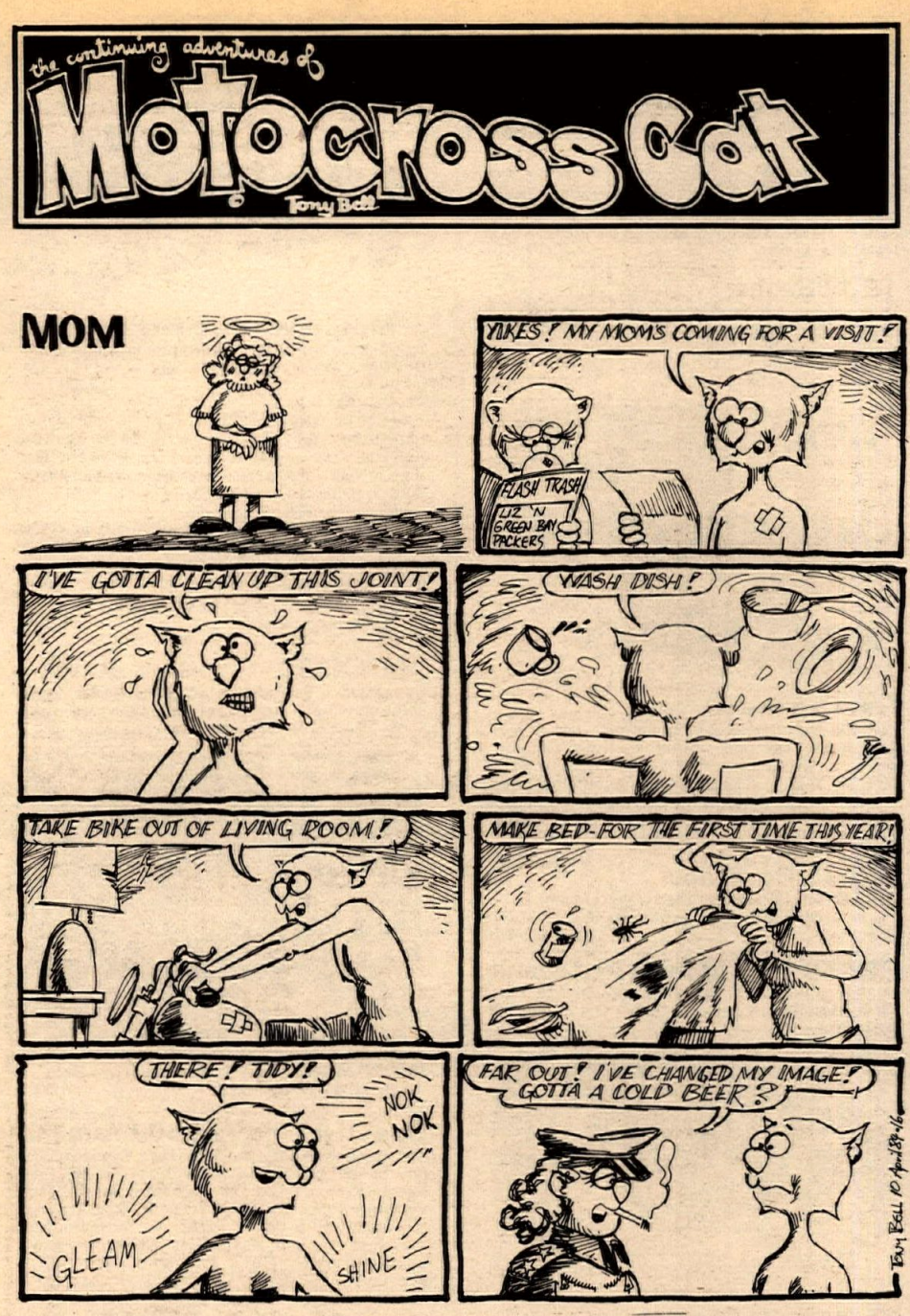

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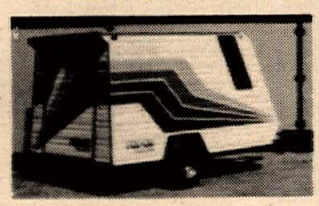

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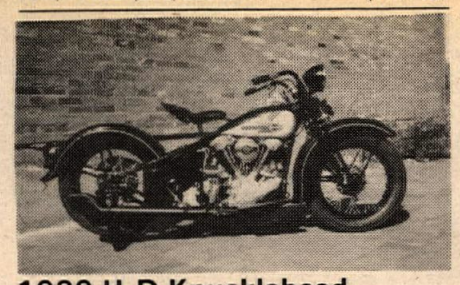

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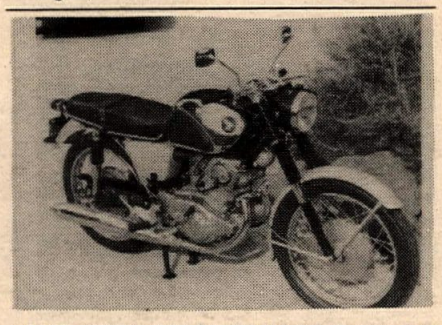

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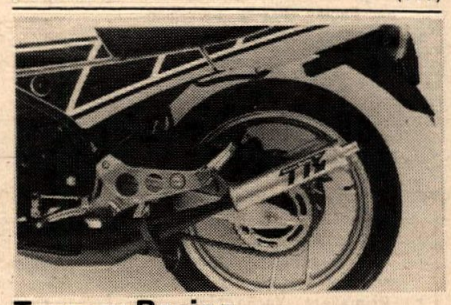

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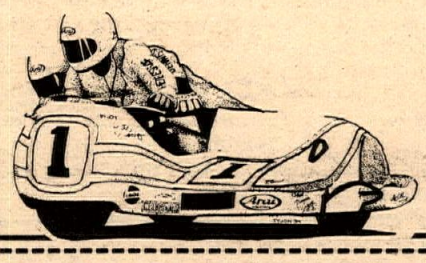

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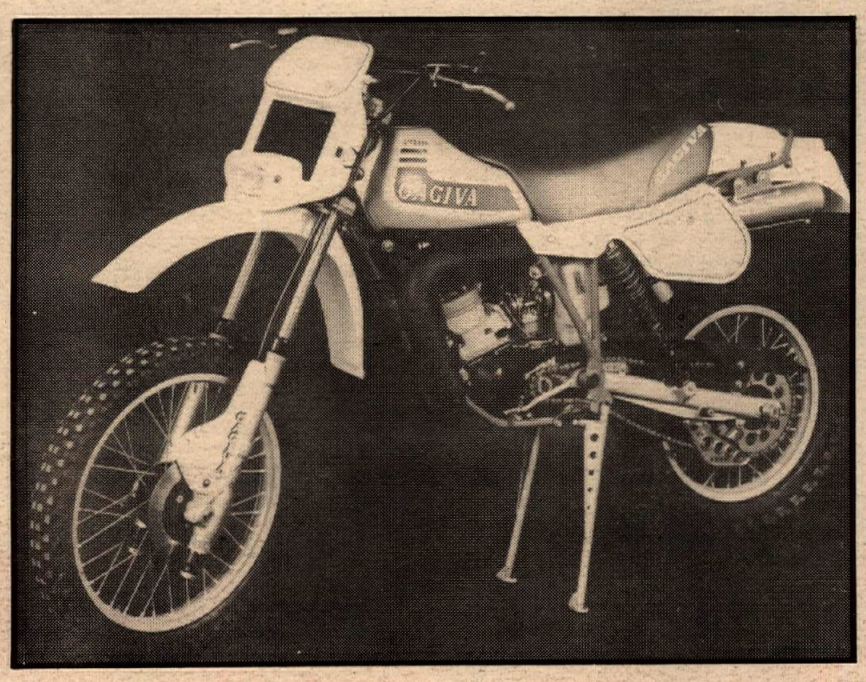

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